RUSS OLSON VOLUME 16B

TWIN CITY RAPID TRANSIT CO.

CAR WATCHING NOTES

1952-1954

Description

Car Watching Notes 1952-1954 Ed Nelson

Sub-divisions Within This Volume

- [Ed Nelson's Typed Notes with Yellow Highlighting]

[ED NELSON'S TYPED NOTES WITH YELLOW HIGHLIGHTING]

GOOD SATURDAY SERVICE, my Como run in 1302 Jan. 5: I pulled out as usual for 427 relief, as foreman said "that car" never gets here from St. Paul. Going east I left 51st 5 minutes hot, was that hot at 11th-Henn., lost it all at 7th-Henn loading up (20-minute Como service EB after stores just closed). So passed up as many people as I could, as usual was about 20 minutes late in St. Paul, and as usual came back "Como to Mpls. Loop." --While laying over at 1AN-11th, late Oak Loop came up behind me, was due out ahead, so I set signs "Loop" and went around 1st-1st again and back to 11th.

SCENE AT BDWY-WASH Sat afternoon Jan 5: Frank Grassman #1483, pulling out his SB Chicago night run: 1670 NW came down from the station, pulled around the corner on to Broadway, stopped, and M/M ran into the liquor store, soon emerged with a bag and drove on.

I LOST TROLLEY in 438 Mon Jan 7 on GM PO trip, then shut myself out of car, got late so starter sent me Nic. Sta. instead of 48-Grand.

ON OAK NIGHT RUN JAN. 10 in 1324: Passing C & A's house 1202 Dartmouth, noted their Christmas tree still up and lighted my 750 trip at Yale, but tree was taken down by my 950 trip. --Heard 1186 had bad head-on crash with auto at first curve west of FG wye. Bumper & doors pushed back by crash, then 1186 got additional hole in left front corner when auto spun clear around and hit streetcar again. Accident was at 940 pm, inspector got their at 1000, not as fast as TV cameramen who took pictures that were shown on 10 p.m. news. --Rare 1 a.m. lineup sight, N.S. car: 1664 34W/ (run by Lake).

M/M DRAXTON #1447 recalled 1917 snowstorm: He was working Campus during March blizzard, one car on line, they made a couple AM trips, went off tracks at Farm School and didn't get to station till 9 p.m. Three cars were marooned in Robbinsdale for 3 days, got out when 10 men, including Mr. Goodrich, cleaned out the tracks with long poles.

BASKET BALL AT ARENA Sat Jan 12 pm: Auto parked in wye at Beacon, we had to go to Yale. Regular 923 there left 921 and scooted through, then my extra 1298 was next, to 50-Penn, left 19th Ave. SE 936 jammed full; two extra loop cars were behind me. I left 50-Penn 1029, PI 1107, cashed in $17.65 and a token.

1ST AVE. NO. SHENANIGANS Fri Jan 18: pulling in from Interurban in 1465, I got held 8 minutes at 1st-1st by 374 L/, which had come off Bryant Ave, laid over there, then went NORTH as Bryant-Johnson.

SNOW TROUBLES Thurs Jan. 24. E.S. used 1744 and 372 on GM in morning, then 372 on a BJ fillin. 1600 was also here crippled, E.S. shopman said it was fifth recent car he knew of with this trouble: cars stored outside had snow blown underneath into gears, snow melted, then froze, and the cars would not move. --CAMPUS had not been plowed out properly. About 10 a.m. the U of M Switchcar was pushing a load of coal up to the Farm School, got stuck on the hill. Joe Nadon in 1266 pushed them up the rest of the way, bumper to bumper as they couldn't couple up; double-header 1269 meanwhile backed down to Eustis, picked up load going backwards. Cars were all mixed up. --Meanwhile I made fillin to St. Paul in 1225.

(Cont.)

JAN. 24 (Cont.) Returning to the Station I was westbound at Snelling at 1121 a.m., and then saw this little mix-up at the Fair Grounds: Way back in the wye was regular Como I had filled in for, now due out westbound; in front in the wye was Campus car 1271; ready to back in the wye was another Como 1788. So 1788 plugged spring switch and backed up on the straight track, between the two curves of the wye; 1271 had pulled out of the wye on to the EB curve; and so the other Como got out and went west. Then 1271 backed into the wye again, but 1788 was too close, and 1271 broke its mirror and a door window, and tore some metal off the front door. Then 1788 backed into the wye, and I proceeded west. --At Eustis Plow #24 was headed toward Campus, but backed up onto westbound curve to let 1268 get in. 1268 dumped out its load which next car 1269 picked up. I got out of way, then plow backed way up, 1268 wyed out and went west on Campus. Meanwhile Como & I caught up to jammed 1266 Campus. --1271 pulled in to the station and got fixed up; 1266 also pulled in, both ran on Como in the p.m. (1269 and 1271 had been double-headers, 1269 replaced 1266 on regular run.) --This a.m. 21 below.

AT N.S. Fri Jan 25, 1385 on 403 Snell, crippled 1221 FFP and 1223 FS here, two p.m. pullouts lost from car shortage.

SAT Jan 26, Winter Carnival Parade, my 340 at 6-Robert I might have wyed at Rice-Univ., but I was late and just got to the Fair Grounds. Sat. Feb. 2 Torchlight Parade, my 900 pm 6-Robert, went around Cedar Loop. At Rice-Univ again met pullout, 1504 RHP/.

CARX CARD MAN, who worked for advertising company, changed all cards in vehicles at E.S. and # 1; another man handled Snelling and N.S.; another had # 2 and Lake St; the fourth man had Duluth and Nicollet. Pre-war 1930-1941, E.S. man had worked Duluth & Snelling.

DROVE 3-motor 1757 on heavy 544 Bloom Fri Feb 11, often did better with a 3-motor car because I knew I had to tend to business. E.S. also had Nic's 3-motor 1744 on 657 Grand. --In 1819 at Ford Plant in pm, noted 3 1500s there all from different stations, 1534 1519 1502.

MET WHITE STREETCAR with no outside numbers on E. 25th Feb. 14, so I got out of my 1466 when I met it again on 46 Ave., got in other car and found out it was 1209.

PHIL HENKEL #1223 had 558 a.m. Grand Feb. 11, got a PCC. Coming south from 27th Ave., a woman passenger gave him quite a bad time with her comments on the service, and got him kind of preoccupied; when he got to 4th & Marquette (about 630 a.m.) he thought he was on the Bloomington line, and the switch there didn't work; so he got out and threw it by hand, and turned down 4th St. The car stayed on the tracks but the trolley went wrong, the rope broke and the pole flew in the air. On a PCC it meant the shops had to send someone to climb up after the pole, so car sat there a long time blocking both tracks on Marquette.

ON E. 25TH Feb. 21, string of cars: 1485 wyed at 41st, 1245 went to 46th, 1488 wyed at 41st and returned Loop, 1244 and 1724 wyed at 46th, finally I provided a bit of Ford Plant service in 1851. The 46th St. cars then got lost somewhere. I went to Sheridan, caught string: 1485 left there Loop Xxx via-Wash (to go north again), then there wa 1247 PFP/, me, 1817 P45/. At Ford Plant 1247 and I caught 1488 again.

BIGGEST USE OF GATECARS, Feb and March. In AM four Campus and five Como stubs could have gatecars. In PM two were on Campus, five regular Comos could use gatecars. Wed Feb 27, sixth was out, my 1272, PO 406, round trip on Como, relieved by night run who pulled out button car and took our riders westbound at 704. Same stub got gatecar Thurs Feb 28, and a seventh was on Como when 231 relief pulled car out instead of making relief. --Feb. 28, 363 didn't have a cradle (basket) so I got it on GM pullout, while 1304 went on GM night run.

SAW 1525 DALE-PHALEN short loop Fri Feb 29, 4th-Robert-5th-Wab.-4th.

CRANE CAR #83 at Hennepin-Lake Wed-Thurs March 12-13, relaying crossing pieces; held one Como 23 minutes.

DROVE CAMPUS SUNSHINE in 1266 Fri March 14. On 12th and last trip leavin Farm Campus, I liked C/R 3232's remark, "Don't forget to xx turn", to remind me to pull in when I got to 4th & 15th. --Saw 2-MAN 1812 GATE at Eustis, car that went back Snelling Ave. for Murray High break. --Melted water ran down and froze again under the Cleveland Ave. viaduct, and there was so much ice down there that it bent the gate rods on 1266. I reported them. --Saturday Campus car got stuck under the viaduct, and a whole truck load of salt was dumped there later in the day. --Monday morning I was to con the 616 Como, and 1266 was marked up. They hadn't fixed it and the M/M could hardly move the gates, so we got 1188 instead.

BACKING INTO STATION: Xxxxxx Originally shopman, after setting switches and trolley, would jump in rear doors and give bells for M/M to back into house from the front (one-man cars). From Jan. 1952, new order was to use back-up control to back into the house. I thought that was safer, but the reason for changing apparently was to eliminate some of shopmen's work. Two-man cars always continued ~~by~~ to be backed up from the front, with conductor giving bells (button cars).

MARCH 17 I reflected that St. Patrick had chased the snakes out of Ireland, and now all the Irish were in this country; nevertheless I signed my trip sheet "O'Nelson 1681".

QUARTERS ON THE FARE BOX: bulletin said that we should always insist that passenger who put quarter on top of fare box should come back and himself put in the correct change. They "retired" several motormen whom they accused of picking quarter off top of box and "forgetting" to deposit change for the quarter.

There was a crooked man
In a crooked house on Penn,
He gave crooked tokens
To the crooked motormen;
The crooked company
Piled up dough in crooked stacks,
And the crooked cars kept running
Down the awful crooked tracks.

I TOOK 3-MOTORED 1695 back home to Lake St. Thurs. March 20.

BASKETBALL, State tournament, Thurs night March 20: also Univ.Commenceme night. Cars PO 950 to Yale: ES ES NX MXX NIC NS ES NIC NS ES NIC (c 1657), ES (me in 1756), NS ES NIC ES NS ES NIC ES ES. I set signs OH, got 10 riders EB. They wyed me at Beacon and I put riders on 1579 CF44 going to Yale. Beacon 1005, Penn 1105, PI 1140, $21.90.

BASKETBALL Fri. March 21. My last trip driving 1266 on the P325-P718 was changed to go to Beacon instead of Eustis. We left 54th at 612 instead of 608 and carried "WILLIAMS ARENA" card in window; and we filled 1266 up full with basketball fans. --At 9 p.m. at Plymouth & Washington (on way home) I noted N.S. cars 1676 1196 1678 1222 1820 on their way to E.S. for the basketball break.

CHANGED MY BADGE NUMBER from 1681 to 177 Fri night March 21, while riding downtown in 382 GM. Four other N.S. men at E.S. took opportunity to return to N.S. March 22, I signed away my 1946 seniority in order to stay at E.S.

STORM SAT. MARCH 22. I wanted to visit St. Barnabas Hospital before my night run. Snow came down all day, some melted and froze in rails, plows didn't go out as company (and city) thought winter was over. I had to ride Lyndale bus to get to hospital. Down xxxxx there I could not see any Bloomington tracks at all, but the wires were still there. I rode bus to Henn-7. There an Oak-Xerxes was coming, it used 9 minutes loading up basketball fans at 8th and at 7th, got to H-W 458. I rode car behind, 1308 EMS/. We got stuck on east end of Henn. Av. bridge, all EB traffic was at standstill. Some EB autos started going around left side of streetcars, down wrong side of street, so then WB xxxx lane could not move at all, and a terrific tangle resulted. At last I got out of streetcar at 530 and walked to the station, where the firs thing they said to me was "Don't pull out." (I was supposed to work 517 relief to P1222, Oak & Como.)

--Some men were being sent out to tell the cars to pull in. Some of us went out to relieve cars stranded on 4 St SE; I relieved man i 1792 (Oak) at 7 Av SE WB at 740, but line was being opened, and I got to station by 817. Then two of us were to relieve Campus crew in 1266 stuck out on right-of-way; two men sent although car not in service; but on the way we met 1266 struggling through to to station. --For the first cars we relieved, we had to walk dow to 7 Av SE.

--About 10 p.m., Brennan #113 acted as chauffeur in his Model "A" to bring four of us out to cars stranded on France Ave. Bruce Winsor #94 took over car 1186 headed west between 44th and 46th. Three cars were headed east at 47th: Kurt Sell #231 got the firs one, 1302; then Tracy #463 took over 1304; and I got last car 1328. I relieved Stepkala #127, who had pulled out at 630 a.m. and got stuck at about 230 p.m. He was earning double time sitting there, and so was rather mad about getting relieved; he said they had just borrowed some cards from a house out there; he took his time writing down farebox readings and wrapping up transfers, hoping the auto would go to the station without him, but Brennan waited. So at 1030 p.m. four of us settled down in one car with Sunday papers, and had a gabfest, and afterwards walked out to 50th to buy hamburgers. Snow Plow #81 finally rescued us, but my memory slips on some details. Apparently it cleared out France Ave. and came up behind us 3 EB cars, then it backed into 51st wye, we 3 backed on to single track and let plow go east first. (I have note 51-France 357). I left 44th at 412, H-W 434 after flying, PI 512 a.m. (two-block string of cars were waiting to be put into barn.)

--Sunday one plow went out at noon, went to Rice & Como, got back t the station at 4 a.m. Monday. They went off tracks everywhere, broke the wing cable, wrecked the wing, tore down overhead wires, and burned out their motors. (Other 2 plows wrecked earlier.)

SCHOOL EXTRAS TO THE "U". 2 1145 Oaks went to 50-Xerxes, brought Fulton kids to the "U"; 2 1150 Plymouths for Lincoln High went over via Wash-Marq; there was one 1220 2nd St. extra. After their concert, there were 2 215 Oaks and 2 215 Plymouths; I had 1465 on the first Plymouth (3rd car), PO 232 Beacon 244, loaded 4-15 at 253, turned north at Henn-Wash at 306, with Inspector Art Peterson watching that I stayed on tracks when straightening out on Wash; Sheridan 322, Marq-Wash 335, PI 348.

FAIR GROUNDS WYE wasn't plowed out after the big storm of March 22; as of March 28, late Comos short-lining there went to Hamline & Hoyt instead (this continued for some time.) --My Como con told of once using wye at 5th-Sibley when he had come down to St. Paul too early ~~bx~~ by error; in such a case, he could also have made an extra trip around either the Robert St. loop or the Cedar loop.

CAMPUS CHARTERS. "U" Home Ec. Dept. entertained girls from 42 high schools throughout state; they stayed in quarters on Farm Campus. Fri April 4, two charters brought them to the Main Campus for a banquet, about 530 pm. In the evening they returned on 2 charters, 1-man, no fare collection: 1st car 1760 M/M 563, 2nd car 1770, mine, PO 815, Eustis 835, both pulled in together and backed up together to stay in order; laid over Main Campus 845-916 waiting for the girls; Farm Campus 931; on trip sheets: MC 910, FC 930, PI 955.

--CONNING IN 1269 ON CAMPUS SAT. APRIL 5. Notes on fares & trips:

PO 709,	back up to Main Campus.
UC 720	east 5 riders.
FC 740	west 5 riders.
UC 800	east 1 rider. Test lights at Eustis: put it on, backed up &
FC 820	Coffee & doughnuts. West 6 riders. / it went out.
UC 840	east 17 riders (one I.O.U.)
FC 900	west 44 riders, many small kids from Univ. Grove East; these had half of 14-punch ticket, or their parents would send them out with small strip of ticket with 2 punch places.
UC 920	east 14 riders
FC 940	Coffee & doughnuts. west 16 riders.
UC 1000	east 2 riders
FC 1020	west 3 riders
UC 1040	east 15 riders
FC 1100	Coffee & lemon pie. West 24 riders.
UC 1120	east 12 riders
FC 1140	west 8 riders
UC 1200	east 11 riders
FC 1220	west 39 riders. 29 were cash, 28 of them from out-of-town girls heading home; the first six had dollar bills, which was not so good as I didn't have a changer with me (on Campus, we always just had a bit of change in our pocket.) I asked rest of car to have right change, and they did. --One girl asked if M/M had to steer the car on curves.
UC 1240	east 12 riders
FC 100	~~Coffee & doughnuts.~~ West 32 riders (15 cash), before collecting made announcement requesting right change. --Mailman paid token to ride from 15-Como to 15-4th.
UC 120	east 6 riders FC 140 - coffee & doughnuts.
FC 140	west 9 riders; Pull In 203. Total 281 riders, cash $9.35.

--I took a roll of pictures, and read the Minn. Daily and the morning Trib and a magazine, and at FC, M/M & I went down to look over pigs in the pig barn 4 times. The most pleasant line I have worked.

COAL DELIVERIES to station and ends of lines now made by Northwestern Hanna trucks, instead of company work cars (April).

PULLOUTS CUT from April on, some by Sched. Dept., other by Operating Dept. In latter cases, car was left on schedule but just not run. At N.S. some men, who had their leaders cut out, were told to adjust their own schedule themselves. Cutting of some cars brought same results as the previous fall and early winter; example, my Thur-Fri winter night run in Dec. & Jan: I was 522 Oak west at Henn-Wash, first Oak west in 12 minutes because cars ahead were "not operated", but the Oaks behind me had only 4-minute headway. --Company also now ordered no more fillins for any time just one car was missing; if two cars were missing, stations could send out a fillin "if the service wasn't good."

"HIGH CARS" -- Blind man got on my 1306 at State Capitol Sat April 19, said he was just able to make out that a "high car" was coming (not a PCC), so he thought it was his Como, and it was.

SB EMERSON TRACKS at Bdy-Emerson fixed at switch-point April 18; outside rail had spread, one night M/M 1355's car would not take switch on to Broadway, so he had to go around the loop to pull in.

DID HAMLINE CARS go east to West St. Paul? (Transfers were east-west.)

CAMPUS CONTRACT between company and State was signed for 5 years at a time, last renewed July 1, 1951. State paid according to mileage, with an escalator clause for rising costs. Fort Snelling Dummy also run on government contract.

QUICK ERRAND Sat May 3: Elderly man got on my Loop car at 50-Xerxes, took transfer, rode downtown. I laid over a few minutes at 1st & 1st, and same man got on my car to ride home, paying with an Olson-28th Ave. transfer "issued on transfer."

E.S. CHARTER Sat May 17: Car 1842, PO via-Central to 38-Bloom, return and load church party at 6th & Chicago, then via 4-Central to Como Park to unload, loop and pullin. 1752 reversed that route to return the party to their homes.

LOST TROLLEY under Wash. Ave. viaduct in 1191 Sun. May 18. PCC behind me cut power off his doors, squeezed out and put my trolley on. (It was impossible to get out doors of a button car under there.) --Six cars on E. 25th that day, in order, 1191 1454 1450 1408 1448 1420.

E.S. CHARTER 5-29, 945 am: load at Henn-16, via Lyndale-Lake-27th-M'haha Falls & pull in. Car 1754.

FROM MPLS. STAR 4-1-52: "COMRADES ARISE". Male subway riders in Moscow were ordered to get "kultura" by giving up seats to women; keeping seat would brand man as guilty of a "remnant of capitalism". STAR comment:

A test for Commies is at hand:
Their women sit, the menfolks stand.
But Minneapolis, we feel certain,
Is not behind the Iron Curtain.
Because on streetcars in our town
The women stand, the men sit down.
How nice to know that Moscow's follies
Cannot subvert our local trollies!

STREETCAR COUNTING -- ST. PAUL LOCALS, 1952

Thurs March 13
1569 RSSP
359 SCP
1719 SSP6⌿
342 HC⌿

Sun March 16
1722 RSSP
421 HC
420 HC⌿
1513 DP⌿

Mon March 17
1508 SA⌿ (am)
417 HC
420 HC⌿ (pm)
1809 HC
421 SCPP⌿
342 SCP
1569 RHP
353 HC
1529 RHP⌿
1536 7SDA⌿, Sn. car 4:58 pm.
355 HC⌿
1211 SSP6⌿
1705 HC

Wed March 19
at Ford Plant:
1226 PFP
1430 L22
1511 RHP⌿
my1314 PFP
1772 RHP
1224 RHP

Thurs March 20
1733 SA⌿ (mid)
1491 NIS⌿, on Snell, students
R 1705 SA
1623 SA⌿
1498 SA (am), at Eustis
1751 MFS47A, wrong sign WB?
350 L⌿ on 7th
1815 L⌿ on 7th, gate sign HPNSP
1707 DW

THurs March 20
1541 SA⌿ (pm)
1768 SSP6⌿
347 HC
1722 RSSP
341 HC
1627 SSP6⌿
431 HC⌿
422 HC
1732 SA⌿, I followed from FG
1491 SA at FG

Fri March 21
1498 SA⌿
1213 RSSP
1525 HC
1524 RSSP

Fri March 28
1772 SSP6⌿
1240 RSSP
1538 RTC
1553 RHP
1503 SA
1540 STC

Mon March 31
1224 RSSP
345 HC
1239 RSSP
1490 SA
1713 SA

Tues April 1
1535 SA⌿
1541 DP
420 HC
361 GM, PO WB 7th to SB Robt.
1740 RHP⌿
1771 SSPIG⌿
1491 HC⌿
1550 SSP6⌿
1224 RSSP
1743 SA⌿
1535 SA
1845 NIS, Sansovini & 2 students at Eustis
1743 SA⌿
1507 DP
340 HC
1550RSSP
1722 SSPIG⌿
1523 NIS, students, in FG wye behind 1854 CHOB.

Sun April 6
1714 SA
417 HC
1531 MFS47A⌿
1736 DW
1772 SSPIG⌿
342 HC⌿
1772 RSSP
416 HC
1712 RHP
351 SCP
1622 SSPIG⌿
348 HC⌿
1736 DW⌿

Mon April 7
1715 SA⌿ (am)
1813 DW⌿
1628 FS
1240 SSPIG⌿
1507 DP
1523 SA⌿
1515 SA (pm)
1751 SSPIG⌿
423 SCPP
341 HC
1525 HC on 5th
359 HC on 5th
1836 MFS47A⌿
1491 HC⌿
1622 SSP6⌿
1495 STC

Tues April 8
342 HC (even.)
431 HC⌿
1535 SA⌿
1740 SA (am)
1772 SSP6⌿
1633 RSSP
1216 RHP
350 SCPP
1211 7SDA⌿
1768 SSPIG⌿
347 L⌿ (HC)
1732 HC
1772 RSSP (pm)
342 HC
1545 HC⌿, from 5th to Wab SB
1803 HC, from 5th to Wab NB
359 SCP
1538 L (to Main)
1524 RHP⌿
1522 SSP6⌿, 1st screen car seen, so it's spring

Sat April 12
1240 RSSP
429 HC
1618 FS
347 HC⌿
1521 SSPIG⌿
1633 RHP
353 SCP⌿

Mon April 14
(Met 424 EMS west at Como-Snell)
1709 L⌿ (XMXRX off Rice)
1569 RSSP
344 HC
346 HC
1241 RSSP
348 HC, turn 5th to Wab NB at 645 pm, so xxxx car had "looped" DUE TO FLOOD.

Tues April 15
FLOOD COUNTING mid-day
348 HC
416 SCPP⌿
1216 MFS47A⌿
423 L⌿, off HC ran Wab to 4th
1722 L⌿ off Ri also Wab to 4th
~~1705~~
1705 DW⌿
357 GM
419 GM⌿
1815 DP
348 HC, 4th t Rob to 5th & NB
1722 L⌿ (Rice)
Note: Hundreds o watchers, dozens of cameras on th bridge at noon; overheard: "We c tell our childre that we saw the river crossing Wabasha St."

STREETCAR COUNTING -- ST. PAUL LOCALS, 1952

Tues April 15 ~~[illegible]~~
1713 SA⌿ (am)
1738 DP⌿
1569 SCP
350 HC
1722 RSSP
421 HC
1224 RSSP
419 L⌿ (HC)
1215 L⌿ (Rice)
423 L⌿ (HC)
(mid-day listed)
1525 SA⌿ (pm)
1391 L⌿ (Rice)
418 HC
1722 RSSP
348 HC
1213 RSSP
347 ~~[illegible]~~ SCP⌿
345 SCP
423 HC on 5th
1224 RSSP
1541 SCP
416 SCPP⌿
1215 L⌿ (Rice)
301 L⌿, 2-man,
on Wab. off Univ.
1706 L⌿ on Wab.
1814 HC⌿, wrong
sign SB
1569 L⌿ (Rice)
1738 SA

Wed April 16
With shop car, I
followed
343 NIS, student car, to the FG,
he behind
1741 SA
1525 SA⌿
East at Doswell behind a Como 255 pm:
1507 SA 2-man

Sat April 19
1723 RSSP
355 HC
1527 FS
416 HC on 5th
1393 RHP⌿
1524 RSSP⌿, does
not go through
345 L⌿ (HC)
1723 RSSP
350 HC
348 L⌿ (HC)
1524 L⌿ (Rice)

Mon April 21
BRIDGES OPEN.
1540 HC
1557 RSSP
1216 FS
361 SCP
1627 RHP
1622 FS
1553 SSP6⌿
350 HC⌿
1512 SA

Tues April 22
1708 SA (am)
1709 RSSP
1715 HC
1722 RSSP
1213 RHP
1505 HC
423 HC⌿
1240 SSP6⌿
420 L⌿ (HC)
1618 RSSP (pm)
1241 RSSP
1771 7SDA⌿,
off Rice 318 pm
1738 SA⌿
1627 RSSP
1803 HC
348 SCP
1628 7SDA⌿
419 SCPP⌿
1631 SSP6⌿

Fri April 25
1513 SA
R 1715 SA⌿
416 HC⌿
1811 SA
1815 SCPP(PO)
R 1811 SA
1715 SA⌿
At Ford Plant:
1618 7SDA⌿
1490 RHP

Sat April 26
342 SCP⌿
352 HC
1714 SA

Mon April 28
1714 SA (am)
1738 SA
1742 SA
1706 SA⌿

Mon April 28
1511 SA⌿,
from FG (pm)
1213 RSSP
1633 RSSP
428 HC
1214 RSSP
1732 RTC
1814 RHP⌿
1771 HC
1532 HC
1241 RSSP
1521 MFS47A⌿
1525 SCP
1213 SSPIG⌿
420 HC⌿
1518 DW

Tues April 29
1705 SA (mid)
R 1707 SA⌿
1708 SA
1705 SA
1495 SA
1707 SA⌿
1840 SA (pm)
422 HC
1557 FS
1511 RHP⌿
1722 SSPIG⌿
428 HC⌿
1718 DM, 327
at Como (short)
1495 SA
1635 S⌿
1557 FS
1630 SSP6⌿
1217 S⌿

Thurs May 1
R 1387 C54⌿
R 1669 C48⌿ 2-m
R 301 TSP⌿ 2-m
met on Univ:
421 HC (PO)
1523 HC
355 HC
All cars:
1812 TM 2-m
346 SCPP⌿
1530 RHP &
417 SCPP (pic)
342 HC
1742 L⌿ (Wab)
to 5th (GS RTC)
1737 CH54⌿
1521 SSPIG⌿
335 TM⌿
1508 HC, 5th
to Wab NB

May 1 (cont.)
307 TM⌿ 2-m
1227 SL
421 HC⌿
1502 RTC⌿,PO EB
on 4th St.fr. 7/C
1738 GA⌿
1511 DP
1490 L⌿,Wab to
431 HC⌿, ~~x~~ 5th
to Wab, SB
1408 SL
1695 SL⌿
349 HC
1619 SL⌿
1810 L⌿,Wab to
1488 SL⌿
1814 TP
1247 SL
1680 SL
423 GM⌿
1620 SL
1618 GM
1815 DP
1775 SL
1491 DP⌿
1490 TP
1833 SSP6⌿
1811 GM
1695 SL
354 SCP⌿ on 4t
360 GA
1236 SL
1619 SL
351 GM⌿
1488 SL
1609 TP⌿
1494 SL⌿
350 GM
1810 SL
1491 DP
1203 SL⌿
1609 TP
1691 SL⌿
1494 SL
1623 SL⌿
1203 SL at end
1691 SL at end
1623 SL at end
432 GM
361 GA
1526 GM⌿
1506 RHP, 4th t
Bdwy to 7th, WB
352 GM
1504 SCP⌿
(7TH-BDWY AT
5:05 pm: Cont.)

STREETCAR COUNTING -- ST. PAUL LOCALS, 1952

May 1 (cont.)
1715 MFS47A/
346 SCPP
1722 MFS47A/
429 SCPP/
1650 RHP/
1238 MFS47A/
1525 RHP
1569 FS
1294 CH 2-m
420 SCPP
1706 SCPP/
1631 RHP/
417 SCPP/
1218 RHP
1509 RHP/
1550 RHP
1719 MFS47A/
1391 HC
1530 RHP/
342 HC/
1768 SSP6/
428 SCP/
1740 HC
1627 MFS47A/
418 SCPP
XXChanged film
during triple treat
at Bridgeman's:
430 SCPP/
1527 RHP/
1565 MFS47A/
1515 SCPP
416 SCPP
1532 RHP
427 SCP/
1531 MFS47A/
1722 FS
1545 RHP/
1240 RHP
1741 RHP
1524 RHP
1238 FS
1462 SL/
1809 SL/
359 SCP
1217 RHP/
354 SCP/
1223 SL/
1764 SL/
1450 SL/
358 GA
1393 RHP
415 GM
360 GM/
1209 SL/
1840 SL/

May 1 (cont.)
1723 MFS47A/
432 GM/
361 GA/
1622 RHP/
1504 SCP
1211 SCP/
1529 7SDA/
1235 7SDA/
1650 RHP
1491 DP/
1614 SL/
1488 L22
Lv. 7/C 604:
R 1815 DP
1705 DW/
311 TSP/
1511 DP/, met
at D-M at 622
R 1815 SS/, fr.
Whee. to Univ.
307 TM 2-m
311 SS
R 312 TSP/
421 HC
332 TM
1315 CH54/
1689 CH54 2-m
1768 SSP6/
1506 RHP
1296 CHOP
R 1631 RHP/, fr.
7-Rob at 718
1622 RHP/
430 TSO/
At Dul Sta,
caught 10:49:
R 1622 RHP
1218 RHP/, met
at Sta, cars stop
alongside & both
drivers go in Sta
I missed Como
by a block, he at
9th at 11:00 when
due at 6th.
1706 SCPP/
1521 RSSP
1631 RHP/
R 333 TM
R 1804 B56 12a.m.
R 1222 CP42

Thurs May 8
R 1173 C48/
R 1301 OH/
after GM PO:
R 1309 OH/
R 338 TSP/
351 HC Prior
1505 SS
422 SCPP
1719 MFS47A/
1218 FS
R 1529 RHP/,
7-Wab 10:22
1722 RHP
1518 RHP
R 1714 RHP, lv.
Duluth 1:45
1216 FS
R 1761 CH50
Work Como pm:
1541 STC at FG
345 HC
1238 RSSP
1521 RSSP
1628 FS
1215 HC
342 SCP/
1553 SCPP
432 HC
1836 MFS47A/
353 HC/
1511 HC/
1224 RSSP/

Fri May 9
1705 SA run
1743 SA/ run
(My camera swiped
in Snell. Sta.)

Sun May 11
331 HC
1608 SSPIG/
348 HC
1515 RHP
1709 MFS47A/
346 HC/
1826 SSPIG/

Thurs May 15
1738 STC, at
Eustis 3:05; chgd.
signs to SA;
STILL 2-MAN.

Thurs May 22
1511 SA at
Eustis, 2-man

A LITTLE OF A
DIFFERENT STORY
AFTERWARDS:
Thurs May 22
1235 MF/
1617 CH54
1772 B56
1835 GM
(1538 markup Com

Fri May 23, on
CPF markup:
1393 1719
1618 1711
1522 1528
1630

Sat May 24
1630 FSNW/
1224 FS/
1826 PFP
1722 C48/

Fri May 30
1224 PFP
R 1627 CP42

Sat May 31
1711 C48/
1393 FSNW

SOME STREETCAR RIDES

Friday, May 16, 1952

CAR 1586
M/M 1663
Sam Tifft

Run 42 Fremont, which will be last car at 44th & Oliver:
Pullout at North Side Station at 4:34, via Wash., 2nd Ave. So., & 8th St; 8th-Hennepin 4:55; leave 44-Oliver 5:29; off 23-Emerson 5:41

Drive to St. Paul, park near Rice & University. Coffee.
Catch run 14 Rice, due Rice & University 7:26; leave Rice & Ivy 7:45; off at Rice & University 7:55. Car 1531.
Drive to Duluth Station.

CAR 1517
M/M 2591
Herman Janssen

Catch run S-6 Randolph (Snelling car), which will be the last car on the Randolph-Hazel Park line. Due at Duluth Sta. 8:19, 7-Wab. 833; Ford Plant 9:09, 7-Wab. 9:35; Hyacinth 10:10, off 7th-Maria 10:26.

CAR ~~1633~~ 1529

Catch run 11 Maria, which will be the last car on the Fort~~h~~ Snelling-Maria line. Due at 7th-Maria 10:29; Burns & English 10:43, 7.-Wab. 11:00; Fort Snelling 11:40, 7-Wab. 12:00. Off here. M/M 3297 W.M. Charpentie

At 7th & Wabasha at 12:00 o'clock, supervise transfering of passengers from both westbound and eastbound Randolph night run cars to owl buses. Check first bus on Rice line, northbound at 9-Wab., 12:02. Coffee, if it is not after coffee closing hours in St. Paul.

CAR ~~1529~~ 1633

Catch run 17 Cowtown, which will be the last car on the Rice-So. St. Paul line, and on its last trip. Due 7th & Wabasha 12:30; Inver Grove 12:58; 6th & Robert 1:22; pullin at Duluth Station 1:34. This is due to be the last regular car ever pulling in to Duluth Station.
M/M 3379, B.T. Leach; pullin on the dot.

RANDOLPH-HAZEL PARK night runs

Friday, May 16, 1952

	Ford Pl.	7-Wab.	
342	px639	x705	pi 719
11	649	715	
S-5	x649		pi 708
9	704	730	
S-6	719	745	
10	px729	x755	pi 809
12	739	805	
S-432	x746		pi 804
13	809	835	
11	839	905	
S-6	909	935	
12	939	1005	
13	1009	1035	
11	1039	1105	
S-6	1104	1130	
12	1134	1200	note (2)
13	1206	1230	
bus	1230	100	
S-6	x1258		pi 116
bus			

	Hyacinth	7-Wab.	
12	640	704	
S-432	655	718	
13	710	733	
252	x711		pi 720
8	x723		pi 732
11	740	803	
9	x753		pi 802
S-6	810	833	
12	840	903	
13	910	933	
11	940	1003	
S-6	1010	1033	
12	1040	1103	
13	1107	1130	
11	1137	1200	note (1)
S-6	1207	1230	
bus	1234	100	
13	x1253		pi 102
bus			

note (1) run 11. Instead of relief by owl man at Dul. Sta. at 1146: car goes to 7-Wabasha, transfers passengers to owl bus there at 12:00, then car goes via Main St. loop, pullin Duluth 1222.

*1238

note (2) run 12 eastbound, transfers passengers to owl bus at 7th & Wabasha at 12:00 and pulls in Duluth 1214. This instead of usual run to Hyacinth at 1234 & relief by owl man at Duluth 1243.

"Aggie"
1224
9935 (bus)

*Owl bus man was not ready to PO on time. Car 1238 went west to Snelling Ave. & transferred passengers there, then wyed out at Snelling & Randolph & returned to Dul. Sta.

Car no. notes.

	run	AM PO	PM PO
1240	252	651	
1393	8	709	
1618	9	541	
1218	10	552	
1238	11		357
1224	12		437
1545	13		505
1233	342		342
1714	S-5	559	
1517	S-6		252
1511	S-432		432

FORT-SNELLING-MARIA night runs

Friday, May 16, 1952

	Burns-English	7-Wab.	
9	604	622	
416	621	642	
7	x626		pi 641
10	644	702	
12	713	730	
11	742	800	
9	x747		pi 802
10	813	830	
12	843	900	
11	913	930	
10	943	1000	
12	1013	1030	
11	1043	1100	
10	1113	1130	
12	1143	1200	
11	1215	1230	
10	1245	100	note (2)
bus	140	200	

	Port Snell.	7-Wab.	
312	x609	x633	pi 648
8/12	619	643	651 rlf. 7/Maria
11	639	703	
9	706	730	
416	x716	x740	pi 755
10	728	752	
12	758	822	
11	828	852	
10	858	922	
12	928	952	
11	958	1022	
10	1028	1052	
12	1102	1126	
11	1140	1200	
10	1210	1230	
12	1236	100	note (1)
11	x1254	x114	pi 127
bus	136	200	

note (1) run 12: transfer passengers to owl bus at 7-Wabasha at 1:00; pullin Duluth at 113, on time. Formerly transferred passengers to owl pullout car at 7-Maria at 107 on this trip.

note (2) run 10: Formerly transferred passengers to owl pullout car westbound at 7/Maria at 1253, and pulled in 1259. This night, car goes to 7-Wabasha, transfers passengers to owl bus there at 1:00, and, via Main St. loop, pulls in Duluth 116.

Car no. notes

Car no.	run	AM PO	PM PO
1215	7	515	
1398	8 & 12	525	
1213	9	613	
1553	10		455
1529	11		452
1833	312		312
1216	416		416

LAST RIDE TO 44-OLIVER May 16. I wanted to ride 1586 which would be last car there that night, from its pullout at 434 and around the loop and to 44-Oliver; but I was copying pullout times at the station and didn't get ready. So after I went to B-E to catch 1586 northbound. --M/M Henry Nelson #1107, in three-motored 1801, PO 422, had developed more motor trouble going around the loop; he phoned from B-E and left there 506 instead of 453. There was another Fremont (and jammed Penns too) before I caught my 1586, at B-E 516 ins. 505. At Oliver 1801 pulled way up in the hole so next two could wye ahead; in 1586 C54⁄ we left at 533 ins. 529. I rode to 23-Em, ~~[illegible]~~ rode with Logan #1147 in 1653 NW⁄ to Bdwy. --After supper I rode 1576 C54⁄ (this just after ride in 1653) to 8th-Henn., met Bob Schumacher and Russ Olson to go riding last runs in St. Paul (see separate lists.)

NORTHBOUND FREMONTS next day had been ordered to carry CHICAGO-FREMONT-3 signs, but it was soon discovered many people let them go by and waited for non-existent Olivers; so around noon someone was sent out to instruct all traimmen to carry CHICAGO-FRE-OLIVER signs.

ODD FILLIN MAY 3: Saturday: from 1st & Henn to 4th & E. Henn. I rode 339 TSP⁄, an Interurban car filling in on the Como line. Car was grabbed off 5th St., sent 1st Av N to 11th St and east to St. Paul via Como. --Motorman in 339 told me that on the day of the worst snowstorm (March 22), he was taken off Int ~~[illegible]~~ in St. Paul and sent over Como as a TO MINNEAPOLIS. He went off the tracks in Como Park about 6 p.m. Saturday evening, and didn't pull in to Snelling till 10:13 Sunday morning.

RIDE TO WORK: I got a kick out of going to East Side the afternoon of June 3 by getting off 1567 C54⁄ at 2AN-Glenwood, and riding 1186 EMS⁄, the E.S. Glenwood car from Munsingwear via ~~x~~ 1AN to ES Sta. --Caught same pullout from 1AN-W to go to ES at least once.

THINKING OF DULUTH STATION and the St. Paul lines, I sat a while at 8th & Henn the evening of June 3 before taking a car home, and almost got tears in my eyes as I watched

1719 CFO
1709 C48⁄

and same day, saw famous car 1633 on CPF. Fri June 20, I rode 1393 C48⁄, which I had watched so long ago as a Chicago gatecar, and I had very mixed feelings about 1393 coming "home." --June 15, that night's 2 a.m. lineup, I rode 1522 CP42.

IN ONE CALENDAR DAY Sat May 31, I had three runs. Friday I was "last up for runs, worked 631 to P202 a.m. on Como in 1303; then was "first up" on the board but was given contract allowance of 6 hrs. off, so worked from 808 to 417 in 1756 on Harriet; and that night pulle out at 1135 in 1321 Como owl, to 748 Sunday morning. Which may explain trouble going east for 6 a.m. lineup; all the way down Lowry Hill, I thought of throwing switch at 11-Henn because Oak owl was ahead of me; but I wasn't thinking of it just when I got to 11-Henn., and 1321 went right around the open switch and on to 11th St. I was very surprised and very lucky too.

MY 363 GOT MOTOR TROUBLE when it climbed Lowry Hill Sat. morning June 7, and I phoned E.S. from Lyndale & Franklin. They said they'd have Nicollet send a car out, but I got to Lake St. first, put my riders on cars behind, and turned east on Lake. At Grand Ave. I met and took over car 371 at 11:50, then went to 38-Bryant instead of being the 1156 at 50th-Bryant.

WILSON #58 JACK-KNIFED in 436 GRAND-MONROE southbound at Nicollet-Lake July 15; Nicollet gave him old car 1660 to finish night run in. E.S. could do as much for Nic: Fri Aug 22 on 5 a.m. lineup, Nicolle old-timer on Bry owl had 1189 BJ⁄ and looked exceedingly disgusted

TERRIFIC RAIN-STORM Fri the 13th of June, all lines in very bad shape. I was sent out on Como fillin in 1785: PO 900, 11th-Henn 920, H-W 926. When I got to the viaduct on 15th Av., all cars were stalled by the deep water, and I was held from 940 to 956. Behind me EB were 1266 ICS/, then a Como going FG/, then 1848 and 1305 NIS/ to the shops, then another CH/ who changed his signs to FG/ while waiting. Held WB were 1783 CH54, 1267 ICS, an OH, then three Como cars (the last one 2-man) with NIS signs. When we got through, the two EB FG cars wyed at Eustis. There had been a bad wind, and at two places I had to get out to remove large branches from the rails. AT 15TH & COMO I met my leader; there was nothing in St. Pau between me and him. MURRAY HIGH SCHOOL got out early, and I filled my car up full and then had to leave another carload behind; but after Snelling at 1020, I didn't pass anyone else up. Westbound at Western at 11:00, the bus driver said I was first car west since 9 a.m., and that meanwhile no one else had gone east; and I got to Hamline before I met anyone going to St. Paul (two cars together there). I pulled in westbound at 11:46, and at 12:11 went out with same car on ~~new~~ another fillin to St. Paul.

1267 IN WRECK Sat June 21, M/M Joe Nadon #289. Leaving Farm Campus, westbound on curve about 100 feet before the switch of the ~~si~~ unused siding along the road, rear trucks of 1267 left tracks, car slammed into elm tree, which saved car from going into the ditch. The tree lost a good deal of bark, and took a good bite out of the streetcar. Six sash of the four rear gateside windows were broken, and above them the molding and the roof were in very bad shape, sign glass and rear red monitor glass and other deck roof windows were broken. New molding and roof section and parts of deck roof were put in at the shops, and the car was in service again July 3 as good as ever.

AT SAME TIME as 1267 was off tracks, a Bryant went off near 56th, and a Como went off on S.T. near 51st. Same week new tracks were on view on Grand Ave. near 35th (not by the Track Dept.) This was getting quite usual; my July 14 notes say "Car off tracks on France this A.M., another off in Como Park at Hamline this afternoon." --There was a saying at the station, "You can't work Como without a camel-back." --Edina finally got huffy, and yanked out 60 feet of rail on France at 46th Monday morning Aug. 11 (see write-up), and the rest of the day there was a most hilarious atmosphere at the station everyone telling everyone else "There's a piece of rail out on France Ave." --Going home in the morning Aug. 12, I rode 1323 CH54, not, of course, to 54th; behind us was 1298 CHOP, not, of course, to Hopkins; and I transferred to 1668 CFO, not, of course, to Oliver

ON FRI JULY 4 OWL, 3 a.m. lineup: 377 BJ/ had been standing at lineup, and just as he started up, some young punks in an official "Harriman for President" car made a left turn in front of him, and both auto and streetcar got bashed up quite badly, as when a PCC has not got up any speed, it has practically no brakes either. The tangle was cleared at 3:15, and I had been held behind the Bryant (in 1318 CH/). So I had to fly then: C/L 328, Snelling 335, Dale 341, and I arrived at 5th-Robert 348 on time, to sit for the 4 a.m. lineup. Faster than me was Al Braun #459, in the Oak-Harriet owl which stood on 5th St. He could not enter the non-clearance curve while the Bryant was still there; he finally left 5th-Henn at 3:16, and left 50th-Penn at 3:31, then "held it down" a bit and got back to 1AN-7th at 3:47. --Owl man Cain #525 was no slowpoke either; he thought he did his fastest driving ever in 1786 Sat. Aug. 16. His car went dea in St. Paul at 3 a.m; he called Snelling, got shopman to bring 1786 from E.S. OK track to downtown St. Paul, left 5-Robert at 3:50 a.m. and got to 44-France to leave on time at 4:35

SWEDISH DAY EXTRAS to M'haha Park Sun June 22. North Side had run them as long as I can remember, but this year they had less extra men available than East Side, so East Side ran two extras and Lake St. ran two. The East Siders had blank signs and a pencilled "Minnehaha Falls" card in the window. ES. extras below are car #1 (PO 855) and #2 (PO 920) (car 1844 M/M 357), both pullout via Central-2 Av S-6 St-1 Av N-Wash.

	Camden	2-3	H-W
NSreg	842		900
#1			-915
LSreg	912		930
#2			-940
#3			-950
LSreg	942		1000
#4			-1010
#1			-1020
LSreg	1012		1030
#2			-1040
#3			-1050
NSreg	1042		1100

	Ft.Sn.	51st	H-W
#1		P945	
NSreg	942	(951)	1030
#2		P1010	
#3		P1018	
LSreg	1012	(1021)	1100
#4		P1040	
#1		P1048	
LSreg	1042	(1051)	1130
#2		P1110	
#3		P1118	
LSreg	1112	(1121)	1200

--Hourly round trips for the extras were scheduled just the same as above up to about 4 p.m., then all the cars were to continue "as needed", perhaps working till the 10 p.m. break.

--NORWEGIAN DAY Sun July 13, E.S. had one car 1819 on M'haha Falls.

CITY LIMITS INCOME, COMO-HARRIET LINE sample record of amounts collected in portable fare-boxes:

Sun. 6-29	$205.04	Sun. 7- 6	$136.23	Sun. 7-13	$150.67
Mon. 6-30	$166.35	Mon. 7- 7	162.46	Mon. 7-14	137.02
Tue. 7- 1	173.47	Tue. 7- 8	155.92	Tue. 7-15	168.20
Wed. 7- 2	156.52	Wed. 7- 9	178.69	Wed. 7-16	170.24
Thu. 7- 3	159.04	Thu. 7-10	154.35		
Fri. 7- 4	178.59	Fri. 7-11	142.46		
Sat. 7- 5	101.10	Sat. 7-12	125.68		

--Fares 15¢ straight. 20-minute night & Sunday service, ditto weekday mid-days, all Saturday. I wonder what the buses get, with the line split in two and the half-hour service, and 20¢ fares. --Como of course collected far less "second fares" than Selby-Lake, and way, way less than Interurban. I had thought the second fares ~~exab~~ exorbitant, but on the other hand could not possibly imagine the company giving up income like that above. --At a low rate of fare, two fares for ~~f~~ traveling across the line would not be so bad, and this has some of the effects of a "zone fare system"; but I think that when the fare rate is high, the charge in the "second zone" should not be just as high as in the "first zone". Working ~~fxxx~~ Fair Grounds when our prices were higher, I always felt quite cheap about what we charged for the seven minute ride from City Limits to the Fair, often for the privilege of riding like a crushed sardine. People going to the Fair usually go with companions, perhaps a whole family, and our ~~faixxxxxx~~ fare rates certainly offered no competition to automobiles, which must be why Fair Grounds ~~x~~ cars the last couple of years were never crowded. The company didn't worry about a fair Fair fare, probably instead looking with glee at the amount of money the second fares totaled up to; and so, Take Your Auto to the Fair.

AQUA FOLLIES started Wed. July 16. There were five extra cars for the break, one of them East Side, car 1762: PO 918, Glenwood Park 1050, via Glenwood-1st Av N to 1st St and pull in, just like our Munsingwear extra. Pull in 1132, income ~~$153~~ $15.35, estimated load 120.

CAMPUS EXTRAS were occasionally operated for large groups of students going from the Main Campus to Tuttle School, near 18th & Como, where they did practice teaching or observed class operations. There was one such 9:40 extra July 17, which, to haul its load one way, would have to PO, Eustis, Main Campus, Eustis, PI. Gatecars were used, 2-man, as there had to be a conductor to look at the students' passes.

CONNING CAMPUS Monday June 23. As it was the Monday after pay-day, a large number of riders had brand new 14-ride punch cards (which cost $1.00). When the cards were used up, most riders would not have a dollar for a new card until pay-day, so they paid 15¢ cash for their rides. C/R Jydstrup #3226 told me of typical week working long morning double-header, when on Thursday he cashed in five or six dollars, but next day (Friday pay-day) collected only 15¢ cash.

--Riders 6-23-52:

P709-1052 106 passes 1 token 10 cash 136 tickets TOTAL 253
237-P618 35 " 1 " 18 " 104 " " 158

--"Passes" were chiefly "Campus to Campus" passes issued to students with classes on both Campuses; these passes were renewed each schoo quarter. The first few days of a quarter, students without their new pass would ride on their old one, or simply show their fee statement; my figure above includes two persons riding on their fee statement, as well as one I.O.U. The conductor carried supply of I.O.U. forms. Money for I.O.U.s was supposed to come out of the student's matriculation fee, but one conductor told me he thought it was not deducted. Their were various other special passes; one was good to 18th & Como (Tuttle School), one to the Golf Course, an perhaps there were others; another special pass was good for "any point on the line." Several times these latter were given to the regular trainmen; when Comos ran badly, McDowell #3270 would walk down to Eustis, ride the Campus to 15th-4th, and hope for an Oak.

--Joe Nadon #289 worked two-piece Campus, lived near 20th-Como, after morning relief, just got off at 20th and went home for dinner later got on his car right there again for the afternoon, an ideal situation I would say. Joe hated button cars, and hoped they'd never get them on the Campus line; and he had retired before the gatecars were gone.

--Cash and tokens above were at 15¢ each (always same value as TCRT fares), so I cashed in $4.50 on above. run. Only the cash and tokens (ticket side) were rung up on register.

--Under "tickets and cards" we listed rides on punch-type tickets and on white single-ride passes. These latter came in books of ten in buff cover with U of M emblem; books were sold to various Univ. departments (as Art Dept.), and issued by departments to persons they sent on errands. PUNCH-TICKETS: In the '30s there was a pink form, 25 rides for 75¢ from Como & Eustis Junction to University or University Farm. Regular green form had 25 rides for $1.00; I have record they were 20 for $1 in 1951 but can find no ticket now; 16 for $1 tickets were used a short while in 1951; and since then the price has been 14 rides $1.

--Fares for children were never reduced under adult fare. Mailmen always paid fares, cops and firemen were also supposed to. TCRT employee passes or badges were not supposed to be good for fare

--Notes on record: 1-27-51 20 rides $1; 7-25-51 16 rides $1.

INTER CAMPUS NOTES (made 1951). My brother-in-law worked some at the storehouse at the Main Campus. They shipped a number of things to the Farm School by trolley, if the items arrived at the "U" late in the day when the trucks were done working. He has put such things as two bullfrogs in a bushel basket, or boxes of rats or rabbits, or a live 16-lb. turkey on the Campus car to ride to the farm. They would phone someone at the Farm School to take these things off the car. Once they missed on the telephoning, and 125 frogs rode the streetcar for over three hours.

--In or since 1951 I have seen the Univ. Switchcar on siding by the storehouse at 15th & Univ., and several time with carloads of grain and feed on the first siding reached eastbound near the Farm Campus. On all its runs the Switchcar waited for regular cars to run behind, so the regulars were always protected on the single track. Most runs I saw were to haul coal cars from the freight interchange to the FC power station; and xlxx almost always the Switchcar was headed eastbound, and going west both car and trolley pole went backwards. It threw the switch to avoid going into the Farm Campus loop, but the switch to the power station spur was a spring switch and did not have to be thrown. This I learned on the snow plow, when we were on the loop and backed onto the spur to let regular cars go ahead.

--CAMPUS 7-18-52: each pullout made first trip to Farm School, then wyed at Eustis the rest of the day, and for a couple days, while tunnel was being put in near end of line for conveying heat pipes to the greenhouse. At the same time some track repairs were made. Bus carried riders to the Farm School; all fares were collected on the streetcar, and bus rides were free. --Usually when Campus cars could not go through east for any reason, they ran to the Fair Grounds instead, and riders could conveniently walk to the FC along Doswell, Carter, or Raymond Ave.

AQUATENNIAL GRAND PARADE Sat July 19. There was more line-splitting than formerly. ROUTING SAME AS BEFORE: No change: Henn. Ave. lines run through. Plymouth-E. 25th runs straight through on Wash. Interurban runs west Wash to 1 Av N to 5 St to 5 Av N; eastbound the reverse, with half-wying necessary at 5 St and 1 Av N. 34th Ave. cars (via Franklin) wye back at 2 Av S & 5 St as previous year. Col. Hts. north end wye at 2nd & 2nd as done other times. DIFFERENT THIS YEAR: Bloomington south end (formerly via Franklin to wye at 4 Av-11 St) this year rerouted via Franklin-4 Av-5 St to 2 Av S and wye back there. Nicollet-2nd St., and Grand-Monroe: cars from north end all wye back at 2nd and Marquette; cars from south end all wye back at 6th & Marquette. Glenwood-4th Ave: north end wye back at 1 Av N & 6th St; south end wye at 2 Av S & 6th St. Chicago-Penn-Fremont: north end wye back at 1 Av N & 8th St; south end wye at 2 Av S & 6th St. (Nicollet, Grand, 4 Av., & Chicago lines had formerly been allowed to break through parade route.)

--I noted two cars kept for north end of Glenwood, wyed by turning south on to 6th, then backing on to 1 Av N (spring switch prevented wying the opposite way). Early in the parade one xxrxxffothe Glenwood came south as a 4A48/, was instructed to pull in via 1 Av N to Wash., xx via M'haha line, 27 Ave., Lake St. to Nicollet.

AQUA TORCHLIGHT PARADE Wed. July 23, reroutes and line splits same as Saturday, not well handled. Chicago night service supposedly 10 min; I left home 1112 pm, walked to B-E, let 1124 bus go by, took 1139 bus; only streetcar before then was one northbound CP42. Made 1207 am owl relief, load 65; as instructed, at Eustis picked up load from CATE/ and CH/ parade extras behind, they pulled in. C/L load 45, held by 7-W bus lineup, 6-R 104, connected with 1512

AQUATENNIAL TORCHLIGHT PARADE, Wed. July 23.
EXTRA EAST SIDE CARS FOR PARADE BREAK. Instead of pullout time, time shown is "call time", when men reported to station; they were paid from then, and were sent out when wanted.

COMO: three cars to Nicollet Station:

9:00	1817	Como to St. Paul
9:00	1189	Como to Fair Grounds
9:00	1311	Como to Eustis

OAK: one car to Nicollet Station:

9:00	1851	to 27-Yale

(Above cars would get large EB load before they got to 11th St; IF they were around on time; see my notes on my owl relief trip.)

COMO, to 11th-Henn. and eastbound:

9:30	1293	
9:45	1797	(probably both to St. Paul??)

OAK, to 11th-Henn. and eastbound:

9:30	1853	
9:45	1819	--both cars to 27-Yale, then to 50-Penn.

COMO WEST:

9:30	1747	to 54th
9:45	1167	to 51st
9:45	1818	to 44th
10:00	1842	to 54th
10:31	1850	to 51st

OAK WEST: ALL TO 50-PENN: (5 Cars planned):

9:30	1761	
9:45	1757	
9:45	1760	
10:00	1784	(another man for 10:00 did not show up.)

BRYANT SOUTH:

9:30	1297	to 54-Penn
9:30	1769	to 56th
9:45	1849	to 54-Penn
9:45	1762	to 56th
9:45	1748	to 50th
10:00	1852	to 54-Penn
10:00	1830	to 56th
10:00	1848	to 50th
10:00	1792	to 56th (this last car was added late,not planned

BRYANT NORTH: to 11th-Henn. and northbound:

9:30	1787	to 33-John, then to 56th.

GRAND: to 48th St:

9:30	435
9:45	426

BLOOMINGTON: to 54th St:

9:30	439
9:45	425

IN 1950, FOR SAME PARADE, one Como, one Oak, one Bryant were sent over 1st Av. N. to 11th-Henn, where they waited for the parade to end, and then went WEST from there.

SAW 416 TM Mon July 21, first PCC I ever saw on Interurban other than the 299-339 group. Then 345 on Int owl one night, and from then on almost any car (except on ten or so 2-man runs). They did have to be careful about using ex-Duluth PCCs, which didn't have Interurban signs. Aug. 4, leaving City Limits for St. Paul, I saw 360 L/. -Same day, coming back from Snelling with R.O. in auto, he chased and I caught 1576 CFO at 8 Av S and Wash. --Snelling had button cars on any Int trips that doubled with Selby at this time, so far as I know. E.S. extras on Int were any type of car, depending on line they doubled with.

RUNAWAY PCC: Harry Crooks #72 was working Grand-Monroe in car 437 Thurs July 24. He picked up passengers northbound at 40th & Grand, went on, and put on brakes at 39th to pick up people there. Instead of stopping, the car picked up speed and shot forward at top speed past 39th, right through 38th (through stop for Grand), and finally M/M got it stopped at 37th. --I'm not sure if he tried shutting off MG and battery relay switches, and I don't know if doing so would stop car. I don't know if he tried reversing, which we had been told would stop the car, but would tie all the relays into knots and necessitate about $5,000 worth of car rebuilding. --Car did the same once again, but then he was only creeping and got it stopped again. He took it to station (I would certainly not have), said he had had enough PCCs for a while, and pulled out 1762. --A PCC did the same thing for Brennan #113 once before that, he recalled; it ran away going west at Main St. and he only got it stopped at 1st & Henn. at the switches. --Same happened to M/M 455 about two months before this; southbound on Marquette, coming up to 8th St., he put on brakes, car shot ahead instead and whammed into the end of an automobile standing on the tracks; this was very lucky, as otherwise he would have run through all the people crossing the street. The company blamed him for this accident, and told ~~him he stepped on~~ him he stepped on the wrong pedal.

--In 437, some little finger or fork had burned out, and the brake connections didn't get made. --I did not care too much for the way in which the brakes and power were inter-connected; there was nothing to fall back on if some little connection failed, as mechanical things have a way of doing (they seldom failed of course, but once might be too much.) --As for the regular brakes, motor-generated some way, the faster you went, the better the brakes were. But if you had only just started, you didn't have those brakes; and I can still sweat from the night on Marquette, when woman got off my car, I started slowly, and found her walking around in front of me; I had no ordinary brakes, but I slammed the pedal way down for track brakes, and she kept her life by about one inch. --In several cases, when motormen jammed hard on brake pedal, the brakes didn't work at all; I think that if the pedal was pressed too fast, some little connection failed to connect, possibly in the manner in which electric switches failed to work if trolley wheel went across the contactor too fast.

4 A.M. FIRE at Hymie's Bar, on Wabasha between 7th & 8th; it broke out hot while cars were waiting for lineup (me in Como at 5-Robert); the firemen went round to the lineup cars and made them all leave immediately (a few minutes early); they were meanwhile laying out hoses, and the northbound Hamline-Cherokee was trapped. This Fri. Aug. 1. --Previous week, 4 a.m. trip, a church near Selby and Western burned, and way up on Front St. on the Como line, smoke was as thick as a heavy fog.

CARS ON INTERURBAN were always popularly known as the "St. Paul car", by the passengers, all my knowledge of it being from the Minneapolis end of the line. Now I learned that in St. Paul, the ~~xxx~~ people all called it "the Minneapolis car."

A DRUNK GOT ON MY COMO OWL in Minneapolis one 2 a.m., and asked: "If Rondo hit Maria, would Jackson Stryker?" "No, but Wildwood", he answered himself.

MORE PRINTED SCHEDULES were issued by the new management than had ever been done before. All St. Paul local streetcars got them in 1952, except Randolph (with its frequent service, half hour evenings). In Mpls. schedules were put out for 34 Av., for Plymouth-E. 25th, and once for Como and Oak, but not for other car lines. But as each line was converted to buses, the schedules were made available.

--"Mass Transportation" magazine, and all progressive transit men, would say that issuing printed schedules was an excellent thing for building up business. But I would like the last word to be an anecdote from the Minneapolis Tribune "Almanac" in March 1955: A woman got on the bus, asked the driver for a schedule, and was handed a very large folder. "My," she said, "this looks big enough to be a book." "Don't be deceived,lady," said a voice from the rear; "It's all paper and no buses."

COMING DOWN TO RICE ST. for 4 a.m. lineup Thurs. Aug. 7, I found Wire Car #72 ahead of me, working on the overhead. To let me get by, it turned right from Rice on to University, man got off and closed the switch for me, and then wire car backed up and continued work. (#72 had been removing frogs from Rice-Como intersection; earlier, trucks had taken down the wires on Rice St. north of there.)

NEW CURVES were laid at 9th & Robert during owl hours July 31.

THERE WERE TWO northbound Camdens at 1230 a.m. Sat. night Aug. 17. First one, 1222 38C, had six or seven riders; second car had none. Company had made a summer Saturday schedule and left the 1230 car out, so apparently Lake St. stuck the trip on to one of its runs. When the old schedule went back in on Aug. 17, North Side was scheduled for regular 1230 car again, and somehow Lake St's showed up too.

OLD BLOOMINGTON ROUTE, last night Fri Aug. 22, before rerouting due to 1-way streets. I rode 1577 C48⌿ to Chicago & Lake; on the way we connected with 1853 BCH⌿ at 6th & 8th, a sentimental conner to me. I met Bob Schumacher and we put in some riding over the Central Av. bridge. First we caught 1833 BCH, owl relief pullout, and rode north from Lake. This was 12:00 o'clock car downtown, and we saw these on that lineup: 1697 BCH⌿; 1454 38C; 1208 FS⌿. We rode up to Broadway and Central, then south on 1537 BCH⌿ to 2 Av S-Wash; on the 1230 lineup there, we switched over to ride north again on 1853 BCH. We got off at 5th & Central for coffee, then caught the 1 a.m. owl car south to Lake St. again, 1833 BCH⌿. We saw 1304 EMS, the car that brought Bloomington people downtown for 1 a.m. (a bus then went northeast). Thereafter, owl car 1833 ran old owl route for 2, 3, 4, and 5 a.m. trips; at that time via 4th St. to Marquette to 2nd St. to 2nd Av. S. and south again.

--New route (6th St. & 1st Av. N.) started with 6 a.m. cars (1833 north first, an E.S. car south). --Plymouth pullouts continued to go south on the Central Av. bridge for some time; and an E.S. Bloomington Sunday morning car went south over it to 2 Av S-6th St and then northbound. But 1833 when we rode was last on the bit of Central between Henn. and 4th SE; and on its 5 a.m. trip it was last on the 4th St.-Chicago Av-6th St-10th Av-7th St-15th Av route. (In later reroute, Bloomingtons went north on the Central bridge again.)

LAST FRANCE AVE. STREETCARS -- Monday, Aug. 11, 1952.

Background.

Edina wanted to pave its half of France Ave. for several years, and definitely planned it this year. Minneapolis had a lot of other paving to do, and a lot of preliminary sewer work for France Ave., and so would not agree to paving France Ave. this year.

July 30.

Edina approved streetcar company plan for shuttle bus from 44th & France, to be extended to 57th, and east to 57th & York. Minneapolis would not approve shuttle service, talked about service through to loop, scheduled public hearings, one due August 13. Edina notified streetcar company to begin tearing out rails on August 11, and to have them out by August 20.

August 11.

Previous Saturday, August 9, Edina reminded company to begin pulling out rails Monday morning, August 11. Company got two-hour delay, 8 to 10 a.m., on Monday morning, but decided they couldn't do anything, as they had no premission (from Minneapolis) to run bus.

Last Cars	West, Henn-Wash.	East, France Ave.
1830 (2-man)	8:23	9:02 at 54th
1784 (1-man)	8:32	9:14 at 51st -- JACK-KNIFE: backing up at 51st, rear trucks took curve O.K., front trucks went back on straight track, car could not be budged. The 9:02 from 54th plugged spring switch, headed in on outbound rail, hooked on to the 9:14 with big logging chain and pulled it back on straight track. Both cars left here at 9:35; the 9:02 went Loop instead of 27th-Yale, and the 9:14, Fair Grounds instead of St. Paul.
1790 (1-man)	8;42	9:22 at 54th, & next car,
1798 (2-man)	8:52	9:34 at 51st, -- (2 cars) - backed up together to 44th & France; just before reaching 44th, met next car coming around curve, so it backed up too:
1846 (2-man)	9:02	9:42 at 54th (3rd car to back up and wye at 44th on account of jack-knife). Company mobile unit inspector instructed these cars to wye.
----	9:12	9:53 at Brookside, this car O.K.
1756 (2-man)	9:22	10:02 at 54th, O.K. trip, last car at 54-France; to 27-Yale.
1794 (2-man)	9:32	10:14 at 51st, O.K. trip, last car on France Ave.; to St. Paul.

At exactly 10 a.m., Edina blockaded westbound streetcar tracks at 46th, and workmen ripped out sixty feet of rail. Then they went to other jobs, as bids for the paving have not even been passed on.

1298 (1-man) 9:42, to 54th: Edina policeman caught this car at 44-France and ordered him to wye out there.

A shuttle bus said to have been rushed out by the company was ordered off the street by Minneapolis police before he made any trips. Edina instituted free taxi service from 44th to 54th, with a 25-passenger bus on in the rush hours; this arrangement to last until Wednesday, August 13, at least.

FAIR WEEK: Sat. Aug. 23, myself in 1790 on Como night run. Fair Grounds extras seen: N.S. 1567 1595 1663 1678, E.S. 1750 1818, L.S. 1207, Nic 1549 1564(M/M 16) 1574, Snelling 1504 1505 1515; 1705 TSP/ & 1705 FG. Other scenery: 346 SCPP/ in loop. (N.S. 1395 also on FG).

SUN. AUG. 24, myself on GM afternoon and night stubs. 5 p.m.: Lake's 1836 FG, west at 1st-Henn., lost trolley, went around corner anyhow, almost tore the wires down. Seen about noon while out riding: 1592 FG/ at 12th-Henn (L.S. PO); 1765 FG/ at 24th-Henn (L.S. PO); East Side's own 1797 FG laying over on Lake at Hennepin (this was FG car all afternoon). 1047 pm, myself in 426 northbound Grand at Nic & Lake, I had to throw switch behind 1660 LL, Nic FG car pulling in. --Before work, was auto riding with local railfans & Jim Krewzberger from Iowa, to the FG, on arrival there I had to go to work right away, so caught 1590 L to 4th & E. Henn. This was on pulling trip, and sensible route for N.S. pullins had finally been adopted, rather than old Henn. to 7th and Henn. to Wash. turn recently used: now ran 1st Av N to 8th St., then via Fremont line to Bdy-Em, then pullin to N.S. --Other Sunday extras seen on FG: N.S. 1594 1780; L.S. 1209 1244; E.S. 1841; Nic 1658 1660 1657 1759.

MON. AUG. 25. My markup: 226-P736 Harriet, 830 Harriet store PO, then "Report Station" for FG fireworks break. Before work, M/M 561 (markup clerk) called up, said to bring lunch, and instead of pullin from the 226, go FG from 44-France. (N.S. markup always used to say "Bring Lunch" after time we were to report on call, during Fair Week.) --Rode to work on 1677 C48/ and 1308 FG/. --in 1298 on 226 stub, I went to Yale, 50-Penn, then 6-Robert at 520. --Bound for St. Paul in PM rush, I met these on Como coming from FG: an E.S. GRAND-MONROE and BRYANT to 56th. This got full use out of extra men by having them on FG run in mid-day and then going direct on their rush hour pullouts; but I have doubts whether the Grand and the Bryant got into their proper rush hour places. --Also saw N.S. 1597 and 1611 on FG. --Instead of leaving 44-France at 701 to PI, I left 706 with FG signs; further trips:

~~11th-Henn.~~ ~~FG 803~~

11th-Henn		854	1024	1144	PI 1158.
Fair Grounds	803	944	1106		

Income on the 226-706, $29.95; 706-P1158, $48.21.

TUES. AUG. 26, DAY OFF. I hadn't put my name down to work pullouts, so they phoned to see if I'd work FG, which I did from P205-P1225.

FG		257	436	653	826	1006	1135	
H-11	220	342	524	730	910	1046	1211	PI 1225

Income, $85.94 and 107 transfers.

--There was something about this afternoon and night that "got me"; of being a part of the sunshine and then of the evening brightness of Hennepin Ave; of the perfection of my car 1747, the ease and smoothness with which it stopped and started and flew along the tracks; something about the curve approaching the Fair Grounds, the car rolling on expectantly along the dark street, till suddenly all the light and glory of the Midway bursts into view. Back and forth, and forth and back, I drove, and it seemed that the bright steel rails stretched out forever, and this was all a very old dream come true. Only of course when I was very small, and had dreamed of driving a streetcar forever, that dream was in a gatecar on Chicago-Penn.

FAIR WEEK: Tues. Aug. 26, in 1747. --My 342 trip eastbound, I was behind 1807 CH54/ (M/M 137); at Eustis, its rear trucks jack-knifed, and the P.S. wheels dropped in the inside westbound rail. Car was at an angle so trolley wheel would not stay put on any wire; I guided trolley by holding it all the time. We couldn't do any good backing up. Mr. Bakken arrived, then an emergency truck (all very quick), and they quickly got the car on by moving it forward.

--Switch westbound on 1 Av N at 7th was made electric when G4A first got PCCs, but when G4A rerouted to 8th St., that switch was made hand switch and remained so afterwards. Now suddenly in Fair Week it was changed back to electric, with no one notified about it. Monday night in 1298 I looked carefully at both switches, saw they were straight, and started car up; suddenly I saw an open curve with the corner of my eye, slammed on the brakes, shook up about thirty standing passengers who asked "What did we hit?" I stopped with the switch beneath my fender and so had to back up, very difficult on account of traffic.

XXDXXXMXX

--Coming from FG Tues. just before midnight, at 10 Av SE I met a lighted PCC pulling darkened 412, with smashed front end, to the shop

THUR. AUG. 28. I worked Fair Grounds in 1311; income $83.95 & 48 trfs.

PO 250 FG 425 630 810 1026 1207
H-11 309 524 714 855 1114 1248 PI 100

--ACCIDENT turning west at Henn. & 1st St. at exactly 5 p.m.: with about 100 people on my car, who all wanted to know where I was going when I turned up 1st St: 1551 B54P was standing on curve to turn west on Hennepin (1551 was empty); the curve was supposedly an O.K. clearance curve, but my 1311's front corner whammed rear side of 1551, tore both roofs a little, broke rear platform window on 1551, and one or two front vestibule windows in 1311. --Probably a track imperfection caused the cars to "lean" at this corner. Both before and after this, many cars scraped their roofs on this curve. Next trip at FG I told Mr. Bakken, and he said they'd have to do something about it, especially as rerouted Bloom-Col. Hts. cars were all then turning there.

--My 630 trip at FG, noted Snelling's 326 and 310 coming to the fair; undoubtedly changed from Interurban pullins in the St. Paul loop.

FRI. AUG. 29. I worked Fair Grounds in 1328; income $91.90 & 109 trfs.

PO 114 FG 230 358 608 739 944 1120
H-11 134 316 451 654 826 1026 1208 PI 1220

--At 9:00 at the Fair Grounds, several of us went in the grounds for coffee, paid for by Mr. Gilyard. From 910 we watched the fireworks; then it rained. I left FG 944, lightning struck car and blew out the lights at 8 Av SE. I changed fuses ak and got inside lights there, drove on to 4th & E. Henn. before replacing headlight bulb.

--THURS: on account of free rides to stores in the evening: FG extras loaded at FG, picked up nobody in Minneapolis, continued Pay Leave; Como regulars WB collected second fares at C/L as usual, then picked up the free riders.

SUN. AUG. 31: Myself on Como a.m. & p.m. stubs in 1762 and 1758. Noted these extras on FG: Snelling's 1491 1511 on Como, 1513 1705 on Snell.Av; N.S. 1175 1577 1655; Nic 1644 1659 1661 1632; Lake 1205 1227 1235 1239 1385 1433 1451 1671 1693 1697 1703 1725 1765. Going home from Sta, I rode 1385 FG, went through on Hennepin westbound on pullin trip; Lake St. extras ran via Hennepin & Lake on pullouts and pullins. --My trip 1220 at 6-Robt, heavy travel, I wyed at FG and lost mileage to St. Paul.

FAIR WEEK: Saturday Aug. 30. Worked run 11 Harriet, special Fair Week Saturday Schedule. Car 1785. $47.05 & 122 trfs.

803	Station	839	50-Penn
940	27-Yale	1047	44-France (scheduled 54th)
1150	Fair Gds	1259	50-Penn
140	1st-1st	227	44-France (scheduled 54th)
330	Fair Gds	352	4th-E. Henn. rlf.

Note. Six minutes running time given from FG to C/L. "Fair Grounds" time was shown on time cards for Comos going to St. Paul; no extra time allowed going around FG Loop, regular 9 minutes from C/L to Snelling split, 6 to FG, 3 more to Snelling. --Two minutes at C/L for fare collection allowed as usual (although eastbound cars did not collect there during Fair.)

LABOR DAY SEPT. 1. In 1747, worked Fair Grounds P1051-P338, short day for extra men on account of holiday pay. --Saw 1240 BCH on E. Henn. carrying two green targets. --After about 9 a.m., all 20-minute cars from 50-Penn operated to Fair Grounds, providing 10-minute "regular" service there with the 20-min. through Comos (this plus extras). 27-Yale then got 30-minute service, with two cars, Pay Enter, running "Loop" via 1 Av N-11th St, and "OH" east on Henn. No doubt they got held at 11-Henn. by FG extras laying over. I rode one of the Oak St. cars home in the afternoon: 1305 L to 1AN-8, then 1594 CFO.

FRIDAY SEPT. 5: END OF ST. CLAIR-PAYNE AND SNELLING AVE. Started day early, caught 520 at 23-Em, 1390 C54/. Worked 1-piece Como run in 1305. East at C/L at 1205, had 10 on car, then picked up $13.50 worth of Murray High kids, passed up the rest; late west for 127 relief, so PI 148 instead. --Then R 388 B54P to Sched. Dept. to learn of new changes. Rode 303 TSP/ H-5 to Snell. Ave. --Earlier in day, saw Snelling's ash car #62 going north on Snelling to the dump. --Saw 1500 SA. Copied Snell Station PO list for day. Rode 1706 SA/ to St. Clair. Saw pullout 1599 SA. Met 1502 SA. Took pics of 350 SCPP/, 358 SCP, 1506 SA, 1525 SCP/. Boarded 1525 SCP/ at 447, rode to Phalen Park, wondered when those people would ever get as good a ride again. We met or saw 355 SCP, 1733 SCP, 420 SCPP, 341 SCPP; 422 L/ pulled out just ahead of us off Grand Ave., but went down 4th St, looping to be WB SCPP; met 340 SCPP, saw 1686 SL/, 354 GM, 1708 SCP; at 7th-Wab 5:05, 338 CL/ on Wab, 427 HC, 347 SCP, 430 SCPP, 352 GM, spied 422 SCPP down at 6th-Bdwy; met 351 SCP, 1512 SCP, 419 SCPP, 429 SCPP. Pictures in Phalen Park of 350 & 1525; of 1525 353 & 350 leaving; of 358 arriving; 1525 353 358 together. Light shower, sun shining. --Rode 358 SCPP, a sort of magic ride; off 7-Robert, walked to Bridgeman's for inevitable triple treat. Watched streams of TGO buses, transferring from Duluth to Garage #2. Saw 1512 SCP/ eastbound about 630, then 1733 SCP west, then a PCC GTS. About 7:00, looked down 7th St. hill, saw two PCCs delayed a few minutes behind a bus, which had a wheel coming off. --Bus garage changes: #2 to Snell, Dale, High-Cleve; Rondo-Stryker; Dul to Snell, Arcade; Dul to #2, 6 St-Still, E. 3rd shuttle. --I rode 347 GTS and 331 TM. About 810, noted 357 TSO southbound on Snell, Hamline pullin. Rode 1663 CP42, the 848 at H-8. --Then set out again, and with Bob Schumacher and others, had some last rides in St. Paul. --From Univ. & Snell, we rode first to Hamline & Hoyt in car 1599; 10:49 at Univ, 1106 at Hoyt, and we rode to Snelling & St. Clair at 11:27. There at 1144 we saw bus 922 relieve eastbound car 422. At 1148, we boarded westbound 429 SCP, rode to Cleveland, east to Phalen Park, back with GTS signs (but M/M went via St. Clair to Snelling), PI 136. Then again we caught 1599, 141 at Univ-Snell, 154 Highland Pkwy, PI 206.

STANDING ON 1ST ST. AT HENN. in 1322 Sat Sept 6, waiting to turn as a westbound Oak, 1241 BCH/ came around corner and rubbed me so my car rocked back and forth several times; later I saw deep rub mark along the whole length of his roof.

RIDING after night run Sat Sept 27: instead of waiting around station for 2 o'clock cars going into town, I boarded the 1 o'clock outbound 439 GM, rode out to 27th and back to 6th-Henn. (M/M 132).

INCOME, MY RUN 52 OAK NIGHT RUN:

		Trfs.	
M. 9-15	#80.40	105	--My first night on run. Some of high income due to 6 min. delay behind auto with locked gears at Oak-Wash, WB 823 heavy store trip.
T. 9-16	52.80	122	
W. 9-17	58.41	117	
T. 9-18	50.91	56	--Thursday shoppers' night, free inbound rides 630-830; lowest income of the week
F. 9-19	62.11	135	--Caught Southwest High leaving game with Henry at Parade, 823 WB trip; no extra cars
M. 9-22	59.05	123	
T. 9-23	54.10	101	
W. 9-24	60.96	105	
T. 9-25	53.60	66	--Shoppers' night, week's lowest income
F. 9-26	75.59	181	--EB 511 trip, caught break of game Vocational at West High, jammed load
M. 9-29	73.15	130	--U. of M. fall quarter begins.
T. 9-30	55.94	135	

--Note Mon. Sept. 29, my income $73.15 on Oak night run P421-1201; M/M 337's income $69.50 on Como night run P426-1207. We EACH cashed in one roll tokens, one roll halves, one roll quarters, three rolls dimes, five rolls nickels; but in pennies we were unequal, as he had three rolls to my two. We concluded that we must have been following each other around.

"U" FOOTBALL Sat. Oct. 4. NEW ROUTE FOR Penn-Fremont extras from the game, on account of cutting the use of the Central Ave bridge: from the game, 1583 CP42, via Henn, 1st St, 1 Av N, 8th St, and north on the Penn line. --In 1293 on 430 Bryant pullout, I followed 1828 BJ coming from the football game.

--Sat. Oct. 11. Eighteen Oak football extras began pulling out of E.S. at 3 p.m. First was M/M 561, in 1169, who went to Yale and backed way up, then kept an eye on everyone else's wying there. Probably second PO was 1819, which wyed at Beacon; later when regular car 1321 OH/ went east, 1819 L/ took its passengers to 27-Yale, and 1321 wyed at Beacon. --The cars wyed at Yale and went right back to line up for the game (I left Yale at 325). This was the order of the cars: 1687 L; 1311 L; 1757 CH; 1580 CP42; 1167 L; 1678 CF36; then 1321 L pulled into the line from Beacon, but later it was changed to a CH; next was me, in 1799 OH; 1548 BJ; 1853 L; 1588 CFO; 1783 CH; 1574 N54; 1480 CP42; 1769 L; 1560 BJ; 1556 N48; 1819 L; 1169 L.

--We had loaded up some people who left the game early to avoid the rush, when suddenly there was a terrific roar from the stadium; with 15 seconds left in the game, Minnesota made a touchdown, and beat Northwestern 27 to 26.

--I struggled as far as 4-E. Henn. by 424; 50-Penn 510, PI 548.

"U" FOOTBALL Sat. Oct. 18: seen coming from the game: 1558 N54, 1854 CH, 1173 L, which was unusual, as previously N.S. extras had gone Penn or Fremont. --Riding to work for my night run: I rode 1595 C54/ to Henn-8th, caught 1844 L/, jumped off it and on to 1187 CH/, the car ahead, at 7th St., and so got to station earlier. Riding home on 2 a.m. lineup, I rode 365 L, the Monroe owl; this car had just been given us by Nicollet, to run on Nicollet-2nd-Monroe which had just started that day; owl man had Nicollet trips in the morning, but had no N62 card and I knew 365 had old signs that only went up to N58; so when I got off at 6th-Henn lineup, I went up to 378 4A48/ and borrowed his N62 window card for 365. And so home on 1816 CP42.

MORE OF NEW NICOLLET SETUP: E.S. got just as many runs as they had had on Grand-Monroe; I believe two runs on Sunday. When it was necessary to pull out our 436 relief night run Sunday Oct. 19, our Nic. signs PCCs were either out or buried in the barn, so we sent out 1322, which looked exceedingly odd on Nicollet Ave. on a Sunday.

HAD SOMETHING LIKE EXPLOSION under my 1326 CATE/ just after midnight Sunday night, Oct. 19; some of the resistance burned out, and car would only start on fifth notch. I wyed at Eustis, but before pullin in, let 1230 lineup car (from St. Paul) go ahead, in case my car should hold him. --When I got in I told switchman Tommy Collins and he backed 1326 in at head of a track, but left controller on one notch; then he was arguing with other shopman where they ought to put the car, when suddenly the rest of the resistance blew out beneath the car, and for a few seconds the whole pit was flood-lighted in blue. Very pretty.

I WAS ONE OF THREE bottom men at ~~N~~ E.S. forced to pick a night run (which no one else wanted) starting Oct. 18. Wilson #1425 used an old trainman's expression when he said I "fell regular"; I said I didn't fall, I got pushed.

BILLY GRAHAM was at the Hippodrome Sat. Oct. 25 (and Sun.), and a number of extra FG cars were run into the FG loop, Pay Leave westbound as during Fair Week. 12 cars were used for the Sat. evening break.

PRESIDENT TRUMAN spoke in Pioneer Square at noon on Tues Oct. 28. I went down to hear him, and on the way walking down there, noted cars were rerouted away from Marquette and 2nd Av. S. No notice was given of the rerouting, which lasted an hour or more; people waiting for SB cars on Marq below 6th St. had a long wait. --NIC-2ND-MONROE LINE was rerouted, NORTHBOUND via Marquette to 3rd St. to 1 Av N to 1 St to Henn. Some of crossing frogs at 3rd & Marq. were worn, so many cars had to be camel-backed around the curve. "Loop" cars (every third Nicollet) wyed at 1st & 1st (or, if short of time, may have gone 3rd to 1 Av N to 6th). Note 3rd St. one-way northbound. --Nics SOUTHBOUND ran Henn to 1st to 1 Av N to 6th St. to Marquette. --Bloomington-Col. Hts. NORTHBOUND ran via 5th to 1 Av N to 1 St (instead of 5th to 2 Av S & Central bridge); SOUTHBOUND ran Henn-1 St-1 Av N-6 St (instead of Marquette to 6th).

FRI. OCT. 31, END HC & GM. I worked pullouts instead of my night run. In 1312 on BCH in a.m., leaving 54-Bloom 831 as "Loop" via 5th to 1 Av N to E.S. Sta, passengers were all worried whether I would go 5th to Henn; day before, E.S. car had motor trouble, Lake filled in from south end, and Lake M/M "insisted" on turning on to 2 Av S. --PM in 1191 I worked P316-P738 Como. Trip to StP 7-W 530, met 361 HC at Sherburne, 432 HC at College. My Como leader 362 short-looped; 428 HC/ was between him and me. At 6-Wab met 421 HC; after looping, at Wab-Central I met 337 L/ (Int) and 354 HC/. --At Henn-Lake saw EB cripple 364 turn onto Lake; it still stood there when I came back from west end.

HAMLINE-CHEROKEE NIGHT RUNS

Friday Oct. 31, 1952

CAR	Prior	7-Wab.	Smith
418	900	924	939
421	930	954	1009
422	1000	1024	1039
418	1030	1054	1109
421	1100	1124	1139
422	1136	1200	1214
418	x1156	via-Snell	PI 1204
bus	1206	1230	1244
421	x1226	via-Snell	PI 1234
bus	1232	1256/100	114
422	x1255	via-Snell	PI 103

CAR	Smith	7-Wab.	Prior
422	914	930	955
418	944	1000	1025
421	1014	1030	1055
422	1044	1100/13	1138-OK
418	1114	1130	1155
421	1144	1200	1225
422	1215	1230	1254
bus	1245	OK-100	124
bus	142	156/200	224

--LAST CAR OVER ENTIRE ROUTE, 422; M/M O. W. Anderson #2781. Run 13.
--OWLS PO via Univ. to Prior, PO 1201 & 1227, and are placed exactly as streetcar owls had previously been.
--Last pullout streetcar via Univ. to Prior, and last PO on the line, was car 421, pullout at 421, leaving Prior 426.

GRAND-MISSISSIPPI NIGHT RUNS

Friday, Oct. 31, 1952

CAR	Cretin	4-Wab.	Payne
343	925	947	1006
417	955	1017	1036
360	1025	1047	1106
343	1057	1119	1138
417	1136-bus	rlf 1141;	PI 1146
360	1206	1228/33	1252
1495	x1254		--PI 104

CAR	Payne	4-Wab.	Cretin
360	941	1000	1021
343	1011	1030	1051
417	1041	1100	1121
360	1111	1130	1151
343	1139	1158/1200	*1223-bus
	(bus rlf. 1219; PI 1224)		
~~360~~	~~x1253~~	~~x112~~	
	~~Grand-Snell. x128, PI 133~~		
1495		1228/30	*1253
360	x1253	x112	
	Grand-Snell. x128, PI 133		

--* Westbound 1200 and 1230 lineup, also wait at 7 Corners 1203/1205 and 1233/1235.
--CAR 1495, run 4 Selby, Lake-Girard 1114, 4th-Bdwy 1224, via Grand Ave. line as shown above, LAST CAR ON GRAND AVE. west end.
--CAR 360 LAST CAR ON MISSISSIPPI ST., AND LAST ON THE LINE, M/M E. L Major, #3791.

LAST NIGHT RIDING. After work I rode 1207 BCH/ and 318 TSP/, arriving Snelling 838. Saw 1733 GTS pull in. Five railfans in riding group, i cluding me and Bob Schumacher. Rode 344 TSP/, the 850 at Snell and 907 at 7-Wab. CAUGHT CAR 422 HAMLINE-CHEROKEE at 930 at 7th-Wab, rode to Prior, then to Smith & Annapolis, back to 7th-Wab at 1100. Coffee. CAUGHT 360 GRAND-MISSISSIPPI at 1130 at 4th-Wab, rode to Cretin, then Payne & Nebraska, then into Snelling Station at 133.

--About 145 Bob & I witnessed Wire Car #72 pull out eastbound on Univ., from beside Track Dept. Bldg. at east end of yard; #72 then backed up over that switch, back across switches at Simpson, back one more block and stopped; then two men in wire car left it and went acr the street to Mickey's and had coffee. --I rode home on 3 a.m. lineu in Mpls., rode 317 TM and 1677 CP42.

SNELLING STATION CAR MARKUP

Oct. 30-31, 1952

A.M: Fri. Oct. 31

INTERURBAN

500	2	322
509	2	323
510	2	300
520	2	326
530	2	338
x535	2	310
x538	2	327
540	2	317
x545	3	324
546	2	330
mx548	2	331
551	1	325
555	3	305
x559	3	316
602	3	337
603	1	319
606	1	308
x607	1	302
x610	1	309
612	1	312
615	1	301
616	10	307
x619	10	318
622	10	328
625	10	334
x628	10	321
x629	10	320
631	10	306
637	10	315
xx641	10	314
xx642	4	344
648	10	335
xx656	6	348
x657	4	416
x658	5	347

SELBY

R455	8	1706
549	8	1518
605	9	1707
612	9	1803
622	9	1505
646	9	1708
648	9	1510
719	8	1506

HAMLINE

534	4	354
xx548	5	422
603	5	361
x613	2	303
621	5	432
641	5	353
656	4	428
xx702-	9	1502
x718-	9	1494

GRAND

524	4	358
533	5	420
xx537	5	418
x552	5	421
x607	5	359
xx632-	9	1715
xx640-	9	1741
642	4	360
702	5	357
x702-	8	1716
717	5	340
xx729-	8	1718
x739-	8	1508

--Marks are listed just as on board at Snell. "R" means run where used. "S" means Int car dbls. with Selby. "x" is pullout; in most cases "xx" is PO on extra board (not in reg. run). Dash "-" has nothing to do with that, but apparently shows where it was preferred to put button cars which had to be used. I do not know meaning of "m" for 548 Int, but perhaps that car took company mail.

--2-man runs on Int were not marked on board; time card showed six runs, the 540 546 551 555 612 622.

--The 642 a.m. Grand is day and night run.

--Not marked up: OWLS: 2 on Int, 2 on Hamline, 2 on Grand.

P.M: 1st column 10-30; second 10-31

INTERURBAN

227x	1	309	6	302	
-245x	1	320	6	331	
x257	1	306	6	333	
310R	6	301	10	307	
315x	10	321	5	316	
321x	10	337	5	324	
323S	8	1715	8	1510	
327x	10	322	5	327	
337	10	334	5	321	
339	10	323	5	332	
343S	9	1718	3	1503	
351	10	327	9	342	
357	10	338	4	304	
358R	10	353	4	336	
407R	1	311	10	335	
410S	3	1714	3	1705	
414R	5	343	1	318	
415S	3	1502	2	1741	(SL nr)
419R	4	303	10	317	
422S	3	1504	2	1518	
426R	5	340	9	344	
427x	1	324	1	312	
428S	3	1708	3	1707	
440R	5	331	4	311	

SELBY-LAKE

153	--	----	--	----	
220	8	1505	8	1504	
300	8	1503	8	1502	
301	8	1517	8	1506	
314	--	----	--	----	
400	2	1510	3	1517	
410	2	1494	3	1495	nr,db.GA
429	3	1716	2	1494	

HAMLINE-CHEROKEE

216x	5	416	9	348
252x	8	1803	8	1732
304x	8	1705	8	1718
342x	8	1845	8	1508
355R	5	347	9	422
412R	5	432	9	418
415x	5	420	2	1803
421R	5	357	9	421

GRAND-MISSISSIPPI

210x	8	1495	9	419
259R	5	342	9	417
319x	6	1706	8	1708
339x	5	418	8	1716
345x	8	1741	3	1733
354x	9	1732	3	1714
359x	9	1506	3	1845
359x	2	1518	1	416
411x	5	417	2	1715
422x	5	358	2	1505
425x	5	1508	9	359
434R	4	361	1	343
456x	3	1712	6	303

OF THE SELBY-LAKE LINE: Chat with Inspector Ed Hildestadt Nov. 12: --Selby was most difficult line from Inspector's standpoint, because the heaviest service was needed at the ENDS of the line. On other lines the heaviest service was needed in the MIDDLE of the line, and so it was more proper to short-line late cars. --Average daily City Limits farebox collections on Selby were around $300 (about double Como). --Very occasionally, when he worked in St. Paul, he would have Grand-Mississippi men that he could trust, wye out westbound at Nina & Selby, then go east again. This was not officially supposed to be done. --I recalled PCCs west To Prior; ~~Mxda~~ Hildestadt said sometimes they went east in the tunnel. --He sometimes called the coop at 7-Wab to send an Interurban car to be a Selby fillin To Prior. --Company was " a little afraid of PCCs in the tunnel" - chiefly that they might get away from the M/M going down the tunnel. The bridge at Selby & Pascal was O.K. for PCCs, said Hildestadt (Rusterholz says he had good official word that it was not.)

MORE SEWER WORK on Superior and on Yale; starting Thurs Nov. 13, Oak-Harriets wyed at Beacon again, as they had done in August for a couple of weeks.

HARRIET PCC NOTES NOV. 14: New wood platform was laid, and ditch filled in, where M/M had to get out westbound at Xerxes to throw switch. Platform did not extend to center or rear doors, as far side car stop was supposed to be retained for passengers. --I tried running 428 without its inside lights over the right-of-way (on empty pullin trip at night); the view of the lakes, and of the line ahead, was magnificent.

AT E.S. WE DIDN'T STUDENT on Nicollet-2nd St. N.E. when we got the line. I was first marked up to work it Mon Nov. 17, for a night run, so in the morning went riding up N.E. to see what it looked like; I rode 413 to 30-Grand (from E.S.), and back to 6-Marq. I had never before rode it north of 13th Av. NE. At this time I had never rode Glenwood (beyond the theater), or 4 Av. from 38 to 48, or around the Selby's Broadway loop.

FIRST WINTER STORM Wed. Nov. 26. It snowed all Tuesday night, and company claimed their plows were out from 9 p.m. Autos packed snow back into rails, there was much drifting. --From newspapers: company Wednesday "gave up attempts to maintain regular operating schedules." Buses went on N. Wash. line, on 34th Av. S., and ~~xx~~ on east end of Selby. (Derailed car east of tunnel blocked some cars. Many autos abandoned on tracks. --St. Paul paper had pic of Snell. plow # 82 derailed on Como at Virginia. --I was on vacation, but went to E.S. in afternoon to ~~ke~~ vote on system seniority question. I heard: man walked to loop from 15-Emerson N. about 730 a.m., and there were no SB cars; one man walked from Penn & Lowry. --Many motormen apparently never got to work. Frazer #19 had 629 pullout at E.S., waited for car at 33-Johnson a while, then walked to station; no cars got up Johnson till about 8 a.m. Tracy #463 had 646 PO, got to station at 9 a.m. (from home via Snelling and Como lines. --In paper, company said buses ran pretty well. But Wed. afternoon M/M 1367 waited half hour for northbound Lyndale, none came, he got auto ride to station. --Camdens just began running in the evening; on south end, cars ran M'haha Falls all day, with shuttle farther south. --Lake crippled two snow plows, borrowed one from N.S.

TOOK IN $35.39 & 57 trfs. in car 437 Sat Dec 6, on merely a part of a round trip: 1st & 1st to 50-Penn, back to 4-E. Henn. relief. (15¢ fare.)

E. 25TH LINE REROUTED. Paving and bricks between tracks were bulging up on Minnehaha Av. between Franklin & 25th St, and in one day cars lost 32 gear cases there. (Much new rail was ~~supposed to have been~~ laid in these blocks only about a month before.) The trouble began shortly after Nov. 26 ~~xxk~~ storm. I have no date for first change, when cars were routed via Riverside & 27th Ave., half-wying at 27th & Lake and then going down to 36th. But effective with owls on Sat. Nov. 29, cars began running via Riverside & 27th Av, then to Lake St. Station and through the yard on 15 track; same procedure followed in opposite direction. The half-wying at 27th & Lake had caused too much delay to traffic (every curve there is non-clearance) Buses shuttled over regular car route between 7 Corners and 36-Lake; from Nov. 29, buses covered the whole line (including north end) on the owls and on all Sunday service. --Wed. Dec. 10 mid-day I went to watch: Rode over on 423 CHOP, 399 4A48/, 1219 SL/. Got great kick out of watching Plymouths, some with seats full, run through on 15 between other rows of streetcars. Rode 1685 SL to look over things at Nic. Sta, then rode 1425 SL/ and 1396 CFO.
--E. 25th cars returned to their own route SOUTHBOUND at 3 p.m. on Dec. 12; and NORTHBOUND at 4 p.m. on Dec. 19, a week later.
--During SB reroute, electric switch at 4th & Riverside was plugged so all cars would be sure to go down Riverside.

NICOLLET NIGHT RUN Dec. 6 in 1323. I was to pullout instead of making 601 relief NB on 2 St. For some time since storm, pullout switch at 2-E. Henn. was on bum, so 2 St. POs went to 1st-1st first, and then north. My PO 541, left 1st-1st 556, then north on 2nd St. --Going south to be 726 at 62nd, followed Nic button car who was ahead of time because others were missing; he backed in wye at 62nd to be the 736 there. Next trip he followed me south, and car change to PCC was waiting for him (Nic shopmen asked if it was for me); that left me the only old-style car on the line. --I was 1247 owl rlf. off Monroe, and waited at 4-E.H. but no owl Loop car pulled out. I was mad and thought it had gone Loop without waiting for me; I put my two riders on Bloom. owl that came behind me, and I pulled in. It turned out the Monroe owl man had scratched (M/M 119), so I fixed up 353 and made one owl round trip. Didn't get to 6th-Henn till 112, but 17 riders going northeast had had the faith to keep on waiting.

IN 426 ON COMO Sun night Dec 7, in 426, I was at Rice-Univ minute late at 811, and the 814 TSP/ cut me out, which was lucky for him. At 7-Robt my 426 went dead, and I knew nothing of the fuses. Myself the 820 there; 824 Int had gone. The M/M of the 836 Int changed most of my fuses, but not the right ones. Inspector came and changed one wrong one, then had me drive around curve on to 7th St. EB, with shaft brakes on, so other cars on Robt could go; they got away at 858. Finally ~~he found~~ right fuse was found by man from Snelling wrecker, and I backed up and got away at 907 as a CTML. Fuse blew again, twice, at Eustis, again at 1AN-5th; out of fuses, I walked down to H-5 coop and got Inspector Borne; he put in fuse that blew right away; next was OK, he rode to Henn-11th. Como that was behind me in St. Paul was laying over there, so I took his car 361 and continued my run; that M/M waited there for another car to be brought him. 426 had had some kind of damper trouble, something on heaters was connected with that fuse; when fuse blew, doors wouldn't work and shaft brake wouldn't release. (I left H-11 1025, due H-W 1026.)

CAR 1301: something near main fuse blew up, Sat Dec 6, Bry line, M/M 331. Junk scattered all over car. 1301 was pushed AND pulled by a PCC, and the frames for the couplers on 1301 were torn out at both front and rear ends. Finally a PCC was chained to it and pushed it to Nic Sta bumper to bumper.

TWO STREETCARS HIT BUSES Tues Dec 9 on account of greasy rails. Company had been economizing by not running the sand car, but after this the; suddenly began to run it a lot. --1295 hit a Nic-Henn that was turning very wildly near the GN Depot, but all 1295 needed was a new mirror at the station. On Henn., 1838 slid a whole block from 3rd to Wash, and hit a bus hard, square in the rear end; five people were injured. Broken and bashed in around headlight; incline window broken, and bottom front window and top controller window. Station removed bottom controller ~~bxsxxxxxwix~~ window because post was cracked; I saw 1838 leave E.S. ~~fxx~~ to shops Dec. 10. SHOPS FIXED IT and sent it back to Nicollet good as new.

I SAW 435 on Nicollet fillin Sat Dec 13; blank sign, card in window "To 62". It also made northbound trip Grand-Monroe.

SHOP CAR REROUTE: Since Nov 26 storm, E.S. shop cars abandoned Snelling Ave. route, and ran via 1st Av N-5th St. and University. (But all winter, Snell Sta Como local Monday night store PO with FG signs ran Como to Snelling, then pulled in on Snelling). --Later on E.S. shop cars resumed Como-Snelling route.

BRAKE PRESSURE DROPPED in my 1789 Tues Dec 16, westbound in loop; it went down to 40 lbs. (normal 65 to 70). I figured there was nowhere to dump out my load of about 90 people, so crept along slow through the rush hour traffic (446 at H-W). By running very slowly, and not working the brakes too much, pressure sometimes got chance to creep back up to 60. At Penn phoned station, and meanwhile only one car caught me there. Made EB trip to Yale very carefully; there had been 15 minute gap ahead of me going southeast; I left Yale 638 instead of 633, to pull in, and didn't met another EB Oak till I got to 4th & Central. (Compare my driving streetcar without brakes so there would be some service, with Dec. 4 newspaper article in which Ossanna hollered that there was an "elaborate employee conspiracy" to "sabotage and slow down streetcar service". He was trying to blame the trainmen for the lousy service he was providing.)

NICOLLET'S 1795 made several trips on Oak Tues Dec. 16 with hand-made card in the window. E.S. ran it, don't know why they didn't just put it on Bryant or Nicollet. Wed. it was on the 310 Como stub, with blank signs.

MY COMO LEADER, CAR 1303 had ~~t~~ door trouble Thurs Dec 18 (me west at H-W 806 a.m., car 1785). Mechanic & Inspector at H-5 couldn't help him, so he put all his riders on my car, and at 11th St. he backed himself off of Hennepin.

I WENT TO NICOLLET Fri Dec 19 to get back our car 359; I set the front sign "Not in Service" and the gate sign "Rice-So. St. Paul."

JIM RHINE rode with me on Como as far as Snelling Ave, afternoon of Dec. 18; I was about 12 minutes late, and I assured him my car 361 was a bum car, like all PCCs. --Oct. 8, day off, I had requested Grand pullout (got the 449), and was fixing up car 1817 when shopman (Roy) came out and offered me "a PC". I said "NO thank you."

NEW YEAR'S EVE ON BLOOMINGTON-COL. HTS. Wed. Dec. 31. Markup arranged so I had 346 stub, relieved myself at 702 and continued on night run; that took two trip sheets, and I needed a third when the fares were raised at midnight (with me at 48th & Bloom, northbound, then.)
--Car 340 was marked up for me, and I got the foreman to change it with the 355 Como stub, so instead I got a good car, 1293. So of the ~~x~~ six BCH night runs, there was just one PCC (car 427, M/M 331); and my 433 southbound trip, I met that car and nearly rubbed it on non-clearance curve between Spring and Summer St. --At Lake 809: 1733 SL and 1734 SL flew across on same light; 941 SB, saw 1734 SL; 1208 NB, saw 1733 SL. --No extra service was run. --Rode home on 2 a.m. lineup, 353 L (Monroe), 1664 CP42. Penn load about 65.

From "Hawf & Hawf" column, St. Paul, Despatch, Dec. 8 1952:

CHRISTMAS PLEA

Santa, Santa,
Hear our prayers--
And if for power you do not lack,
Whisper in Ossanna's ear, "We would
Like our streetcars back."
Or if you cannot "pull the strings"
At least give us a truck with springs.

--Harriet Knight Salvage

CAR WATCHING NOTES

WHEN I ASKED FOR SUNDAY OFF for Jan. 4, markup clerk Bob Gilling said I could only have Sunday off if someone died, or if I died; but in any case I would have to be back Monday.

FOR BASKETBALL AT ARENA Sat Jan 3, foreman wanted me to make 700 pm PO and go around loop to the game, but I was already marked up for stu that pulled in 718. I suggested that instead of leaving 50-Penn 64 to pull in, I lay over there till 654 and go east as the extra car he wanted at Henn-Wash at 725; which I did in car 357; later left Beacon 745, PI 800.

EAST SIDE FILLIN ON 2ND ST. NE. to the loop, early Jan, ran via Marq to 6th to 1 Av N to 1st St. and pull in. This was new route for Loops from Col. Hts, and I ran it with 348 Jan. 5.

CAMPUS CAR CHANGE: Felt odd pulling in off Bloom Mon Jan 5 after three hours work (P519-P822), and seeing crew just starting work on Campu double-header that pulled out 828 (car 1267). --Soon as I got in, I got rush order to get a Campus car from switchman and make car change with regular. I got 1268 from rear of 9 track, after shopme moved two crippled PCCs out of the way; PO ~~830~~ 833, had one minute to spare at 15th & 4th, before Brennan #113 in regular car 1266 came down from Main Campus. I pulled on to 15th Ave. ahead of him, and at 5th St all his riders got out of 1266 and into 1268. Then 1268 took off, then me in crippled 1266, which had burned out resistance and would only start on fifth notch; then double-header 1267 followed. I wyed at Eustis at 850 (with no one to give bells); meanwhile 1268 waited before proceeding down single track, till 126 was ready to go right behind it (which was according to rule for running double-headers); I got back to station 910. Other cars on line were regular 1270 and double-header 1269.

1319 DAMAGED JAN. 5, front doors & posts & bumper; several windows broke Car was repaired.

1716 SELBY-LAKE got ahead of my southbound 1321 on Nicollet Jan 8 p.m., when it turned to wye at Nicollet Station. 1716's front trucks went off at the trailing switch point on Nicollet (at Lake); when car went forward over camel-back, the wheels dropped right in the OTHER curve (the curve off Lake St. eastbound), so the delay was only two minutes.

STRIKE VOTE Fri Jan 9: At E.S., 179 Yes to 5 No. Over the system, 1,8 Yes to 38 No. The company was refusing to submit contract demands to arbitration, which was required by the contract.

SNELL. STA. COMO LOCAL ran both Monday and Thursday during Christmas shopping, FAIR GROUNDS signs in St. Paul loop, pullin via Snelling from Como Ave. Mon. Jan. 12 it still ran, but I heard it had only three riders leaving St. Paul loop.

E.S. RAN Nic's 413 on N2M run Sun Jan 11; Mon morning we had 413 and 36 on N2M, and Lake's 1402 on BCH.

1302 RAN ON CAMPUS 728 double-header one day only Wed. Jan. 14; 1267 an 1269 on runs, 1268 on other double-header. Reason was that 1266 a 1270 were buried behind a crippled car in station, and shopmen did want to move cripple till they had time to do something to it.

HARD PELLET-LIKE SNOW falling Thurs morning Jan. 15. I meant to catch the 610 car from 36-Fre, arrived at 23-Emerson just in time to see 1666 C38/ (the 516, first car in morning) pushed by 1386 C54/, wi sparks flying from the rails. 1666 could not contact rails and s had no power, but it cut the ice in the rails, so 1386 had power. At 33-Fre curves, they had cut ice in rails with switch rods. I rode on 1653 C38/, who got to H-8 at 625 instead of 557 (schedule to 48th). Then I rode to Sta. on 2-man operated 339 CH/. --Lines which had owl service had no trouble with ice in rails.

I DROVE 1270 on Campus double-header Fri. Jan. 16. Early in the morning there were several short power failures; and 15th Ave. was iced over so autos could hardly move on it near 4th St. So regular Joe Nadon in 1269 got rather late. I pulled out at 828, was to back up to "U" Campus from 15th-4th, but could not until regular car went around loop there first. So I just backed across 4th St. and stood by Bridge Cafe, and let passengers on there. When Joe finally got there, we started out without any further backing up, and led his regular car on all the trips thereafter (to PI 1150). (Left UC 852 ins. 840, not on time till UC at 1040.)

I SAID I'D WORK OAK OWL Thur Jan 8 (and Fri Jan 9) IF I could have a button car (regular man was sick). Thurs I relieved M/M 337 at 1201 a.m. in car 345, went to Yale and changed to button car 1305 at 1244 a.m.; this done so night run man would not unexpectedly have to wye out his EB PCC at 2 Av-4 St SE. On Thurs night the night run man needed car change at 8:01 pm from his car 425; and since I was later to relieve him for Friday owl, the station gave him car 1299, which "pile of junk" made him quite mad. (I thought it was wonderful car.)

MORE BUTTON CARS. For Sat Jan 17, I was marked up for nine hours on Bloom, with car that would only be used about two hours by any other driver; so night before, I wrote on car markup board, "Buttor Car - #177 - Thanks". I knew there were not quite enough PCCs to go around for all the runs on Saturday. Night foreman Charlie LaCrosse got mad at my writing on the board, and told markup man Earl Rien NOT to give me button car. --Sat morning I arrived to make 954 Bloom relief, and saw by the board that I had car 436; but three Como day runs had big cars, and right then a couple men on Como were arranging to make car change and trade the button car: for PCCs. I told clerk Gilling how mad I was, and he said I could have all the button cars I wanted; so at same time Como man was pulling out PCC to trade for button car, I was pulling out 1316 to trade for 436. We went off tracks once slightly (me & shopman) in half-wying 1316 at 4th & Central, to back ahead of northbound 436 and take its passengers. --Later in the morning we had one bad delay at 29th & Bloom, when someone left auto, with brakes on and all doors locked, squarely across both tracks in the intersection. Cars were lined up both ways, and Brennan #113 had a grand time playing traffic director and waving other autos past.

I DROVE 1769 ON CHARTER from Marshall High to the auditorium Fri Jan 23 PO 115, Beacon 130 as "CHARTERED", loaded 80 Marshall kids at 14th via Henn, 1st, Marquette, to Nicollet Station. (This for basketbal Going south, I noticed 385 NB at 25th-Nic was crippled; I drove around empty track at Nic Sta, and shopman rode back with me to 25th, and quickly got 385 going. --I left Nic 225, hauled 36 more riders on pullin trip, PI 300; income $11.60, 2 tok, 13 trfs.

I WORKED E.S. MUNSINGWEAR pullout in 1306 Fri Oct 23, on loop route begun for it on previous Oct 10: PO 330, via 1 Av N, Aldrich 409, 6-Henn 413, via 6th, Marquette, 1st St, PI 427. (Forsmerly it wer east on 1 Av N to 1 St.)

SAW 329 TM, just ahead of my 1306 NB Plymouth about 635 pm Fri Jan 23, make very short loop, 5th to 2 Av S to Wash.

MY SYMPHONY PULLOUT in 1841 Thurs Jan 29: PO 1210, 1st & 1st 1217, thi to go north on 2nd St; 1238 2 St-Lowry; loaded St.Anthony School 9 Av NE at 1245, 93 kids; turn past E.S. Sta (M/M 1295 rode this far, closed switch behind me on 2 St); unload at "U"; Beacon 106, PI 122. SPECIALS IN ORDER GOING OVER: N.S.1676,1392 Franklin Jr; me in 1841; Nic 1574, 1573 Bryant Jr; E.S. 1769 1796 1799 1786, St. Margaret's

CAMPUS TROUBLES Mon. Jan. 26. The markup: P649 1269 run; P709 1267 run; P728, my 1270 double-header with 1269; P828, 1268 double-header. As I arrived at 4th-15th on PO trip, Inspector Stewart Carlson had had crippled WB Como 1315 pushed across the bridge on to the Campus track to stand there; he forgot that was a streetcar line. Como that pushed it had just backed up again and continued downtown. This meant 1269 (M/M 441) could not go west into the Campus on account of dead 1315 standing there. I backed 1270 up to "U" Campus, picked up the load, left 743 ins. 740 and went alone to Farm Campus; leaving there alone on busy trip, 803 ins. 800, we had 140 riders on car going west (careful load check; my con was Bob Bragg.) Meanwhile 1269 went down and wyed at 2 Av-4 St by the substation, leaving the tracks once when pullin out of wye eastbound again. From there it made trip for 800 at UC (no car still in UC loop) and 820 at FC. Car that should have made 800 trip at UC, 1267, M/M Brennan #113, pushed 1315 in to the station. Next at UC at 820 was my 1270 alone again. The 840 trip was OK, 1267 ~~xd~~ and pullout 1268 both showing up from the station. Meanwhile 1269 got back to UC at 840, laid over there till 900, his own scheduled time, from which time I dutifully followed 1269 around and around, with everything in place at last.

--Day of sleet storm about a week before this, one Campus trip had been missing, and M/M 441 had a load of 155 on his car.

BUSES STORED AT E.S. on 12 and 15 tracks Sat Jan 31, in preparation for expected strike, since there'd be no one to take care of buses parked outside, and they would freeze up. Special Sunday union meetings accepted a compromise that had been worked out; compulsory arbitration feature was dropped (company victory), and another feature was that when 2-man lines went bus, company did not have to make conductor work on other lines for the displaced conductors. Other agreements on mechanics, shop men, track & wire men, eventuall meant many of them lost their jobs after up to 30 years of company service.

WINTER CARNIVAL PARADE Sat Jan 31. I was very late going to St. Paul in car 430; was at C/L at 227 ins. 205. (Had taken in $49.80 from 4-E.Henn. to 44-France to C/L.) I wyed at Rice & Univ (as all Ints and Comos did during parade), left there 256 (instead of 240 at 6-Robt), and went back Lyndale to Lake. Got to Henn-Lake 407, laid over till almost 430 (instead of being 417 at 44-France); this my first time running Lyndale to Lake as a late Como.

SNOW PLOW #22 used to plow out shop tracks, noted Feb. 2. At this time ~~xmxx~~ plows 37 82 31 23 had been put in Snell car house on 3 track.

JACK-KNIFE AT 2ND & 6TH, Wed. Feb. 18: Involved was one of the Fremont special Loops via Wash. (Early car from 36-Fre via Bdy-Wash-1 Av N-6 St to 48-Chicago remained so scheduled later. Then there were two more cars from 36-Fre, and one from 38-Penn, scheduled Bdy-Wash-1 Av N-6 St-2 Av S-Wash-pullin; sometimes during "U" one or two of these ran 5th St instead to double with Interurban.) CAR 1473 JACK-KNIFED, BAD, turning from 6 St. to 2 Av S. It was due at that corner at 724 a.m. When I came down Marquette as a SB Bloom due at 6th-Marq at 750, 1473 was not yet back on the tracks, but shortly thereafter it moved (I think it was finally sent to 38-Chic. Anyhow cars were lined up for blocks and blocks; I think I got down Marquette to only 3rd or 4th. First cars on 6th St got lined up both ways; when SB Blooms could not turn down 6th, they stood on Marq and held SB Nicollets; when I finally got through to 4 Av-6 St, there were still several blocks of NB Chicagos and cars on 4 Ave. (Glenwoods & NB Blooms). Shortly thereafter, these special Loops were changed to run 1 Av N- 5 St - 2 Av S.

WANDERING & WATCHING, as Bloomington line nears its end:

WED. FEB. 18. At 5th-Marq 748 a.m. (on 5th), saw 1640 BLOOMINGTON TO LAK only 34 Ave. car on schedule which pulled in that way (from 5th-5th) --Took ride to L.S. Sta, on 341 BL54/ (the 957 at 4-E. Henn.), and on 1643 SL/. Copied schedules and looked over cars; found six cars from Nicollet Station here, without fires, waiting for Bryant servic Rode 1468 SL, which pulled out from Lake, to Nicollet. Copied scheds and looked at cars at Nicollet; 1317 was there, rear end recently wrecked on Brookside line. Busesm now used 10 track, plugged in to new heaters along the wall of the building. 1600s inside for car checks. As I left Nicollet, 1468 SL/ pulled out of Nicollet (his next round trip, showing he was losing plenty mileage). I rode 395 GM/ back to East Side

THURS. FEB. 19. After morning P.O. I went for ride to and from shops wit M/M Gary Davison #16; rode 1311 NIS/ over and 1319 NIS back; and we used the ROUTE VIA COMO & SNELLING again; but M/M 166, who also took car over when we did, went via University. I drove switchcar # 28 back and forth a couple times between the transfer pit and the entrance to general repair shops. Noted new student out practicing on Como Ave. in 1718 NIS. Went to Sched. Dept. in afternoon about Bloomington changes, and leaving there for E.S. caught 1320 CH/ coming off 11th St at 429 p.m. This was supposed to be xxxx night run pulling out at 406, first for a trip on Interurban, then all Oak; but the driver was sent to make this Como fillin instead.

FRI. FEB. 20. I had wanted the day off on account of last Bloomington runs, but my markup turned out to be P728-P1250 Campus M/M, and P217-P848 Bloomington, to interesting to pass up, though a long and hard day (after tough Bryant night run in snow the night before).

CAMPUS IN 1269: Snowstorm. I followed car 1268, and we got late some trips, apparently because Joe Nadon in 1266 got later and later, and we always had to wait for him and follower to clear single track

Sched.		Actual	
UC	740	743	
FS	800	806	Note how, waiting for Joe clear ST at Eustis made us late at Farm School, but we made up time by next trip at Univ. Campus.
UC	820	823	
FS	840	847	
UC	900	903	
FS	920	931	
UC	940	944	
FS	1000	1001/1004	--This time Joe, WB 940 at FS, late, wyed at Eustis (while his follower went on to UC). 1268 & 1269 waited or FS loop till Joe came back up there from Eustis (see pic), where he was the 1020 and thereafter on time.
UC	1020		
FS	1040	coffee	
UC	1100		
FS	1120		
UC	1140		
FS	1200		--west this trip, we met Plow #76 at Eustis, going to Farm Campus
UC	1220		--Snelling Plow # 82 was here; having plowed loop,it backed on to loop so our cars went east first.
			--Eastbound we met 1266 ICS, it had lost fender on account of heavy snow; at Eustis we waited while #76 came down from Farm School;then 1268 went eas
Eustis	1232		--I followed # 76 to station. #82 came east at 4th 15th, #76 would not go on curve till #82 was clea

RODE 401 N54, had lunch with Bob, rode 404 2SNE/.

DROVE 217 BLOOM. IN 1295. OK 238 at 37th & 341 at 54th. Followed NB line of cars, so wyed at 31st at 445 (ins.444 at 37th), was 1st Bloom of 12 cars on 4 Av; 54th 607 ins 556; at 52nd I met SB cars 1451 & 1746; then

(over)

[NOT COPIED]

BLOOMINGTON-COL. HTS.
LAST NIGHT RIDING, AND CARS SEEN

Friday Feb. 20, 1953

All the watching is listed in order; each item that has to do with the Bloomington-Col. Hts. line is starred (*).

---I pulled in on time at 848 from the 217 Bloomington, cashed in and set out for night's riding. All lines were disrupted, and after long wait I finally caught 386 N54 coming off 2nd St. I rode to Nic Sta, met Bob Schumacher; we drove auto to Lake St. Sta, met other riders, and rode 1619 SL (ice-box type) up to Bloomington. Probably our intention was to get 1768 northbound there at 1115 and ride full round trip; as I recall we just missed it going south, and the line looked all tied up still.

*--We got on 1210 going south at Lake at about 1106 and rode to 54th. At 1108 at 33rd, we met northbound 1776 BCH, who might have been part of southbound string and wyed out at, say, 38th. At 1118 at 52nd, we met 339 BCH northbound, who should have been ahead of 1776.

*--Arriving at 54th, we got off 1210, and boarded car 1768 just wying out, which was the car we wanted as scheduled last on the whole line. 1768 left 54th at 1122 (car 1210 had layover yet to 1126).

*--At 26th-Bloom at 1132, we met southbound 349 BL54/, on good time.

*--At Portland & Franklin we met southbound 1454 BCH/, at 1139; he should have been 20 minutes ahead of 349, and would pull in from 54th

---About 4 Av & 17th at 1140, we met 1765 CL/ and 1694 34/.

*--In 1768 we got to 2 Av S-Wash at 1151, and had caught 1776 and 339.

---Standing in the wye at 2nd Av S & 2nd St was 1469 CP42.

---At 5th & Central at 1157, we saw 367 B54P, probably 12 am SB lineup.

*--Our three cars then proceeded to 37th & Central. The first car left there at 1213 with BLOOMINGTON TO LAKE signs (car 1776), apparently to skip mileage to 54th since there were two cars behind. --The M/M of second car, 339, then called up East Side for instructions. The night foreman Charlie LaCrosse somehow thought northbound 1 a.m. car would be missing, and sent 339 around Loop to make that trip. (The ~~k~~ 1 a.m. northbound had PREVIOUSLY been a bus, not streetcar, trip. Mileage missed this night by 339, was trip leaving 54-Bloom at 1227, pullin to E.S., serving to bring Bloom. customers into the loop for 1 a.m. lineup. On this changeover night, owl bus P.O. from Nicollet started north over the line from Bloom & Lake at 1240, northbound 1 a.m. to Col. Hts.) So 339 left 37th at 1218 as a LOOP. --Next was our car 1768; we had trolley trouble in wying, and had to cut the rope; we left 1222. Just then Nicollet owl bus 862 "Central to 37th" came north from the loop, paused at 37th, and went on to Col. Hts. Earlier, while car 339 was phoning, the old shuttle bus had come south to 37th, picked up streetcar riders and gone north again.

*--In 1768 we got to 5-E. Henn. 1235. An EB Harriet crossed 4-Central, but 1230 lineup car 349 BCH was NOT in sight; he no doubt came along soon, as he had been on time on the south end. At Univ-E. Henn. we met 351 BJ/, and at Wilder met 386 2SNE/. A PCC ahead of us turned up 1st St at 1240, no doubt car 339 looping.

---At 2-Marq, we had a snow plow ahead of us. On 5th we saw 1246 PFP/, and we spied 371 going north on 6th (perhaps to wye at 1 Av N for 4th Ave. owl). At 1247 at 6-Marq we saw 1558 G, likely the 1230 car running late. Then snow plow # 78 went north on 6th St (probably the plow that was ahead of us on Marquette?).

*--Also here we saw 339 BCH southbound on 6th at 1249, going to turn on 2 Av S and go north for 1 a.m. lineup. M/M of 339 said later there was no NB bus in the lineup, but that later on Central Ave. the bus passed him, and waited for him at 37th.

See second sheet of notes.

---In 1768 southbound at 6 St-4 Av, we saw northbound owl 1388 CFO standing, apparently waiting for 4th Ave. owl to go north first so it could wye out without being held by Fremont lineup at Henn-6

---At 4th Av & 17th at 1255 we met northbound car 399, this undoubtedly the 4th Ave. owl going in loop.

---At Bloomington & Lake at 103, we met two inbound 34 Ave. cars, 1694 L and 1681 L. Apparently one should have been downtown at 1 a.m., and the other one was even later.

*--We left Lake southbound at 104, and now spied a car ahead of us on Bloomington, which was 1776 that had left Central with pullin signs.

*--When we got to M'haha Pkwy, an auto was stalled on the tracks ahead of 1776. Both of us stood there for a while.

*--Finally we in 1768, having no regular passengers, backed up to 48th St. to wye, left there at 130, and pulled in about 137.

*--1776 had one regular rider aboard, so had to wait and go to 54th. He must have got through just after we left, as he pulled in to the station just about three minutes behind 1768. (He did go to 54). So I consider his pullin time 140 for the record (note car 339 on extra trip to 37th-Central got in to E.S. at 150).

LAST CARS SUMMARY

Car 349, last scheduled to 37-Central, 1230 downtown, 1253 at 37th, PI 107, probably about on time; M/M Kenneth Goehringer #202.

Car 339, actually last at 37-Central and on the whole line because of mix-up; made 1 a.m. lineup at 2 Av S-Wash, probably left 37th at about 135; pulled in at 150 a.m. M/M Dale Rostomily #12.

Car 1768, scheduled last at 54th & on the line. Scheduled 1233 lineup car south at 6-Marq, actually there at 1247; was last car running south to the Parkway. Scheduled 101 at 54th & PI 116; BUT backed up to 48th from Pkwy, left 48th 130, PI 137. M/M D.H.Elmhurst #1812.

Car 1776, south ahead of 1768, went all the way to 54th and so was last car there, leaving about 132, PI about 140. M/M not known.

BLOOMINGTON-COL. HTS. NIGHT RUNS Friday Feb. 20, 195

THE LINE RAN BADLY on its last day on account of heavy all-day snowstor

SOUTHBOUND SERVICE

Car	Run	37th	6-Marq	Lake	Arr.54	
339	e-9	917	941	959	1010	--over one hour late; see NB
1776	11	937	1001	1019	1030	--very late, could have wyed on south end; went north ahead of 339
1768	14	957	1021	1039	1050	--about 1/2 hr. late,behind 339 NB
1210	12	1017	1041	1059	1110	--about 7 minutes late SB at Lake
1454	13	1037	1101	1119	1130	--almost 1/2 hr. late southbound; out of place with car 349.
349	e10	1057	1121	1139	1150	--O.K., on good time to south end
339	e-9	1117	1141	1159	1210	--Left 37-Central at 1218 (behind car 1776); 339 went south LOOP.
1776	11	1136	1200/04	1220	1231	--Left 37th at 1213 as BLOOMINGTON TO LAKE, but actually went to 54th and was last car all the way south.
1768	14	1208	1232/33	1249	100	--The scheduled last car. Left 37t at 1222, went to Parkway, backed u to 48th & pulled in.
	owl-15	1236	(Henn-6 1259/101)			--Time shown is former streetcar owl. New owl bus made this SB trip.
349	e10	x1253	(pullin 107)			--Scheduled last on north end. Assumed approximately on time.
339	e-9					--made extra trip to north end; see general notes. From 37th, pulled in to station at 150 a.m., so became last car actually on line.

NORTHBOUND SERVICE

Car	Run	54th	LakeSt	2-Wash	Arr.37	
339	e-9	1018	1029	1047	1111	--Left 54th at 1117.
1776	11	1038	1049	1107	1131	--Went north ahead of 339; was at Lake at 1110 (perhaps had wyed on south end); delayed north, so 339 & 1768 caught 1776 at 2AS-W 1151.
1768	14	1104	1115	1133	1157	--Left 54th 1122 going north.
1210	12	1126	1137	(1158)	(1222)	--Was OK at 54th to leave on time. Normally relieved by owl run 15 at Lake 1137, run 12 would PI 1141. 1210 scheduled to Loop this night; give passengers to N.S. bus at 2AS-5th, car run via 5th-1 Av N; H-6 at 1200; south Bloom to Lake, PI 1225.
1454	13	x1132	x1143	(pullin 1148)		--this car late, about 1/2 hour
349	e10	1157	1208	1225	1249	--Scheduled last to north end. Probably on time.
339	e-9	px1227	px1238	(H-5 1255)	(PI 105)	--this trip on south end to loop was entirely missing (was owl trip)
1776	11	x1233	x1244	(pullin 1248)		--last car actually at 54th; must have left there 132; pulled in 140.
1768	14	x101	x112	(pullin 116)		--Held south at Parkway, behind 1776 & stalled auto; backed up,left 48 St at 130, and pulled in 137.
339	e-9					--made unscheduled 1 a.m. lineup at 2AS-Wash (from north end loop), went to 37th and pulled in.

OF BRYANT TRANSFER TO LAKE: Met at Franklin & Hennepin Sat Feb 21: 1704 BJ/ ! Apparently Lake St. man on afternoon pullout hadn't learned the right pullout route. --Saw 1647 on BJ in afternoon, and 1632 on night run; probably at least 1632 had somehow (unintentionally) gone to Lake when Nic Bryant men pulled in to Lake on Friday; 1632 remained at Lake close to a month I think. --A sight to make me shout Hurrah: "Sunday smoke on Hennepin Ave", smoke pouring forth from the chimney of 1753 BJ/.

OF CHICAGO OWL: Rode home after Sat Feb 21 night run on 1 a.m. owl, 1676 CP42; and talking with M/M Weber #1155, discovered he had copied Sat. owl instead of Sun. owl, so gave him the Sunday schedul out of my schedule book. It was first owl he had worked, and he would hardly believe me when I said he would have full hour layovers at 54th St.

NOW UNUSUAL SIGHT: 1706 TM at 5th & Henn., 725 a.m. Tues Feb. 24.

OFTEN-USED ROUTE TO WORK: Feb 26, rode 1805 C48/, (the 540 at 36-Fre), transfer to connecting Plymouth, this day 1209 PFP/; off at 1 Av N and walk block to catch 6 a.m. Como, this day 337 CH/. (Time about 18 minutes, 23-Emerson to 4-E. Henn.)

COMO FILLINS SEEN Thurs morning Feb 26: 335, 422, 415, all Como to Eusti Also out on Como, 332 NIS with students.

BLOOMINGTON TO LAKE sign still used after BCH conversion, one daily 34A car from 5th & 5th: on Fri Feb 27, saw 1766 BL/.

WENT RIDING Feb 27, on 1216 NIS/, returned from E.S. to Lake by Tracy #463; going back to E.S. we rode 1575 SL and 2-man 1295 CH/. (In a.m. we had markup switched, so I drove Campus in 1270 for Tracy, who was above me and would normally be my driver.)

345 BACK AT E.S. Feb 28 with wood-and-glass partition behind M/M.

I HAD PCC TROUBLE in 357 Sunday March 1, on early Bryant run. Two of the seat adjustments were broken, and even without that, I thought the seats very uncomfortable. (They were "modern", and it was said they could be adjusted to a thousand and one positions---all except the right one). I wasted lots of time with the seat, got late, got mad and disgusted, and then was just about ready to cry and to quit when Lake St's pullouts started coming out Bryant: 1753 1775 1831 1829. So I called E.S. and denounced 357 and PCCs generally, and next trip they brought me out car 1307, only E.S. button car ou that Sunday. In the afternoon, motorman waiting to relieve me said "As soon as I saw this old clunk I thought of you."

Lake's 1778 was at E.S. Monday a.m. March 2, no doubt from car change on Bryant; Charlie marked it up on 558 Plymouth in the morning because it was a Lake St. car, but that of course would not work.

ON COMO SUNSHINE Mon March 2, got late and later and later, but there we no starters anywhere; finally called up myself after being 601 at 6-Robert instead of 527, and went Loop (missing Brookside at 713). Another car on 1 Av N-11th wanted out first, so I made extra loo 11-Henn 704, 1st-1st 716, 11-Henn 740 to St. Paul (car 364).

ROUTE TO WORK mentioned above Feb 26: sometimes rode the block from 1 A to Henn on the 6 a.m. Fort Snelling; so, example March 3, rode 1582 C48/, 1206 PFP/, 1196 FS/, 363 CH/.

DROVE INTERURBAN TO ST. PAUL Tues March 3: I had 618 Como to 44-France to Loop, then 739 at Henn-5th to City Limits, car 1319: at Henn-5 Inspector Gregerson came out and said "You're just the man I'm looking for," which I knew meant he wanted me to go all the way to St. Paul. So I turned over "Univ-Emerald" window card to "To St.Pa Followed 1624 UCL/ (N.S.) and a Snell. UTS/. Was at C/L 810 on tim of missing car, then went Pay Leave; C/L 845; StPaul starter said Ints were now OK, so he had me pull in Via Como, PI 933. $4.00. I had got 1319 by trading my 343 with man on 619 pullout.

DROVE CIRCUS EXTRA in 1797 Thurs March 5: PO 1115, 44-France 1155, load school kids at Chowen, at 43-Upton, and at 31-Henn. Via Henn to Lake to 4 Ave (unload 4th & Grant) to 6 St to 1 Av N, PI 1258. --Our cars did not run via Nicollet, because Lake & Nicollet switch to town had been plugged after end of Grand Ave. line (and it was worn and had caused some ~~jxk~~ jack-knifes.)

FOUR GIRLS FROM Bloomington bus got on my Como Sun March 8, and asked if I went to "Como-Harriet Park."

BRYANT FILLIN Mon March 9: I was rushed out in 1315 for Bryant to 56th fillin, due out 838 but just got ready by 843. I just beat a Bryant to 38th coming off Johnson. I laid over at 56th 10 minutes, and on way back, that car was still in 38 St. wye; the M/M came over and thanked me for filling in for him, said he "told them" he could make it, but they said they already had a fillin. --As I was leavin 56th, regular car due there 943 was arriving with ~~pxenyxxf~~ plenty of layover time, and right behind him was an East Side fillin for him! Some starter was sure sharp that morning.

CAMPUS MARCH 10. Markup, PO 649 1268; PO 709, 1270; only one double-header, PO 728 1269. Tracy went out in 1270 and only got to 2 Av SE when resistance burned out; so they brought him spare car 1269. (1266 was buried at rear of 9, with resistance wires and cables burned out, had to be fixed at shops). Then at 820 a.m., a casting broke on front door of 1268, so 1305 was brought out to complete that regular day run. --1268 and 1270 were both fixed at the station, so there were four gatecars OK for four campus cars on Wed.

ON NICOLLET PULLOUT IN 1325 Wed March 11: Left 62-Nic 529 (due 514) to pull in; at Marq & Wash, smoke started pouring from around the main fuse, so I turned it off; I waited a bit and turned fuse on again, at which it caught fire and burned in two, so that the ends looked like old cigar butts. I didn't want to monkey any more, so 401 ~~x~~ 2SNE/ pushed me into the 2nd St. wye (M/M of 401 mentioned one of their men just back from six weeks' hospital on account of changing a fuse.) E.S. truck came, changed fuse with no trouble; we plugged spring switch and I backed out, and pulled in 645 instead of 555.

PICK DOWN TO ME March 11, I picked Lake St. extra, effective April 17. I was thinking of all the button cars down there that I wanted to get at. Also I wanted just to try Selby-Lake, but on Feb. 20, the first city-wide seniority pick, I hadn't cared to think of narrow Lake St. or 34th Ave. in the winter with slippery rails; when rails were bad, the best street to drive on was Hennepin Ave, because it seemed as if you had a little elbow-room.

WORKED NIC-MONROE OWL Sunday March 15, persuaded them to let me have 1325. (Hourly 20-minute layovers at north end of Monroe were lonesome, and the blowers in the PCCs used to drive me nuts; I should have had hobby like Cain #525, who spent those owl layovers up there practicing on a clarinet.) Ed Johnson #1517 on Col Hts owl bus waited for me each trip at ~~4tkxa~~ 5th & Central, and said "How come you got that old hay-baler?" --It snowed all night, and car took wrong switch several places, including backing up at 27th NE. --Sunday man who relieved me wouldn't want 1325 all day, so he pulled out 356, took my riders I brought down off 2nd St at 2-E.Henn at 836 a.m.; then I backed up to 1 Av NE & 2nd, and pulled in.

WENT RIDING when Tracy returned 1833 E.S. to Lake, Fri Mar 20, via 1 Av N 6 St and 34 Av line; he had me drive from 23-Bloom to L.S. Station. We took back 1796 off 27 track; first L.S. switchman had me drive 1704 (ahead of 1796) around the block and on to 26 track). Going back in 1796, we carried "ICS" signs, then "ROBBINSDALE-FRANKLIN."

WENT RIDING TO SHOPS Mon Mar 23, in 1319 with M/M 166, via Snelling-Como. While there, another M/M brought over 1789, via University. We had lunch and fiddled around till 1319 was ready in the shops, then I rode it back, via Como. Then I rode with when same M/M returned 368 to Nicollet, and brought 355 from Nicollet back to E.S.

I BURNED OUT MOTORS in 364 Mon evening March 23, westbound Como at Linden Hills, right under overpass. Didn't know what to do. Next M/M Olson #77 knew what, but wouldn't cut out motors yet, saying I should run to Upton and phone, while he flagged following car (which it was good he did, as next M/M was Miller #186, not a slow driver.) After this #77 cut out my motors (car ran OK but only brakes were track brakes then). At 44-France I traded cars at 7 p.m. with #186, for his car 338, as I had to head back quick for St. Paul; I missed mileage to Brookside, but #186 made that with crippled 364, after which he pulled in. --I was hurried, and didn't call station again to say I had got an OK car; so they sent out Louis Rivet #134 in car 429, around the loop and all the way to St. Paul and back to fill in for me, and all he actually did was to follow me all the way around.

AT 7TH-WABASHA Sat Mar 28 1135 p.m., woman with brace on her leg hopped on my car while a few people were boarding, handed me a ~~fa~~ fresh strawberry ice cream cone with a napkin round it, and popped off the car again without a word.

INTERURBAN TIED UP Mon Mar 31: I had 405 Int PO, was sent out early at 355, all E.S. Ints went out early. But trouble had been straightened out and there were two TSP/s ahead of me eastbound. At City Limits another car was way back in wye; I backed in, had to leave 435 ins. 444, as East Side's 448 was waiting to back in, and a westbound CL arrived waiting to wye, and through cars were getting held both ways. Henn-5 starter had me double with 506 Brookside instead of 516 Oak because I was early; I reminded him the Brookside had a trip to Eustis afterwards, so I made that too.

--COMO TIE-UP. That trip west at 39 & 40, I met crippled eastbound 362 being pushed by another PCC, with about twenty more cars behind it. (It was pushed to Lake). --At Eustis at 644 p.m., I met Lake St. Bryant car who had just wyed there, and went back 1777 LYNDALE TO LAKE.

OF PCC SPARE PARTS: Wed April 1, Nic's 402 was at E.S. with resistance trouble. Shopman said there had been no gain in having only GE cars assigned to E.S., as now they had to send to Nicollet for spare parts to fix 402 (it was fixed and ran on E.S. Bryant night run). This same morning a Snelling WH car was at E.S., and there had been one the previous week, and in both cases they sent to Snelling to get the parts to fix the cars so they could run.

--April 1 first day of spring, screens on 1843.

SEEN AT HENN-6th for first time, 1316 PFP, E.S. pullout via Marq-6th-1 Av N-Wash (seen April 9), following order not to use Central bridge.

WORK CARS April 13: M/M 463 took #33 (flat) back to Nic from E.S.; it had brought load of kindling from Nic. M/M 113 took #8 back to Snelling; it had hauled coal.

SAW FIVE CARS ON LOOP at once at 44-France Wed Apr 15: 1762 1311 1304 1305 & 1307 (my 640 a.m. PO); 1302 338 1760 next cars, five cars at time repeated.

NORTH SIDE CAR MARKUP Friday April 17,195

CHICAGO-PENN-FREMONT

1149	1	1591	owl
1213	1	1593	owl
r448	1	1590	
nr450	1	1578	
r502	1	1384	
r505	14	1588	
r513	14	1587	#
nr514	14	1624	
r516	15	1586	
r525	15	1386	
526	14	1668	
527	11	1390	
nr536	14	1664	
537	11	1666	
r545	1	1594	2-man
546	14	1800	
554	1	1175	
r556	14	1174	2-man
602	12	1499	
608	12	1397	
610	13	1195	
r613	14	1388	
615	12	1199	
622	13	1611	
626	12	1577	
628	13	1469	
632	12	1675	
633	13	1473	
r634	12	1222	
638	15	1806	
642	13	1387	
r643	15	1176	2-man
644	12	1579	db Int
645	13	1595	
647	15	1566	
648	12	1393	
649	13	1589	
r652	15	1678	
r656	15	1582	2-man
657	12	1389	db Int
659	13	1567	
701	15	1780	
705	13	1673	
706	12	1197	
712	13	1665	db Int
r713	15	1596	
r720	11	1196	
722	15	1396	
r730	14	1394	

It looks like 1587 will miss its inspection; was it called in? it appears on PM markup.

222	12	1566	
229	12	1584	PO Int
254	12	1780	
300	12	1668	
301	15	1589	
324	11	1397	
330	12	1800	
331	12	1580	PO Int
333	12	1396	
342	12	1806	
343	13	1587	
348	13	1393	
354	12	1200	
357	13	1665	
r406	3	1673	
r409	13	1499	
414	13	1387	
417	13	1197	
r418	2	1663	
420	2	1653	
r422	15	1593	
424	3	1667	
428	3	1173	
r431	2	1651	
r432	3	1805	
434	2	1669	
438	2	1791	
439	2	1801	
r441	15	1611	
451	15	1473	
r456	15	1389	

FORT SNELLING-N. WASH.

530	1	1677	db Penn
531	11	1200	
nr554	14	1576	
605	11	1584	
620	11	1580	
652	13	1585	
338	12	1666	
351	12	1390	
357	13	1175	

TRAINMEN'S MARKUP, SOME EXTRA WORK, LAST DAY OF CAMDEN

Regular extra:
1185 530 Snell 732 Fre
Extra men, day off:
1261 605 Snell
1137 620 Snell
1159 338 Snell
Regular men day off:
1103 652 Snell 357 Snell
(the 351 Snell not marked up, so likely worked by someone with 1-pc run).

NOTES. I have added "r" for runs, which were not marked on the board.
--Note a.m. markup method of Harold Evjen; using two or three tracks simultaneously, he alternates pullouts on various tracks, reducing chanc that motormen who tend to go out late would hold up those who like to go out on good time.
--It was about fifteen above in the morning, but fires had just been allowed to go out on a number of the pullout cars.

--Of 10-or-12-day-inspection: apparently done on 2 and 3 tracks. Odds correctly taken in order were 1651 1653 1663 1667 1669 1673 1791 1801 1805 (perhaps 1675 1677, not used in p.m., were also there for inspection). 1173 was on same track, but 1665 was left out, which could have t do with how recently either was at the shops.

--Apparently buses kept on 3 track the night before this markup, ~~amdxam~~ but on 1 track the night following, (or during day?)

LAKE ST. CAR MARKUP

Friday April 17, 1953

SELBY-LAKE

504	1692	23
517	1724	24
530	1686	3
542	1642	3
545	1638	17
548	1451	25
554	1468	17
559	1765	17
604	1470	2
611	1698	2
613	1733	18*
618	1614	25
621	1238	25
624	1224	25
628	1242	25
629	1223	18
633	1710	26
635	1488	25
636	1415	17
637	1218	26
638	1382	25
642	1763	17
648	1430	25
652	1681	17
700	1227	18
703	1214	25
705	1237	18
712	1433	18
726	1730	23

1115	1430	22
1145	1441	22
1215	1233	22
220	1441	16
223	1763	21
226	1488	21
235	1382	21
245	1730	21
257	1224	21
305	1242	21
317	1221	21
324	1203	21
335	1616	23
337	1681	23
343	1725	23
348	1227	23
409		
423		
429		
435		
441		

*Note 1733 is Snelling car. --Note 1441 on markup twice, early p.m.

FORT SNELLING

506	1766	24
524	1220	3
539	1592	3
542	1727	16
545	1636	3
600	1240	2
605	1693	17
611	1221	16
615	1492	26
621	1239	16
625	1643	16
634	1241	17
635	1501	16
644	1475	16
652	1233	16

209	1671	16
224	1451	16
244	1417	3
245	1641	3
255	1210	21
257	1487	22
329	1562	22
342	1239	23
404	1693	25
407	1219	25
410	1475	1
416	1768	23

EAST 25TH ST.

508	1216	23
542	1640	24
548	1725	16
602	1726	24
603	1745	21
609	1497	21
617	1487	21
621	1402	26
633	1441	21
645	1385	21
648	1485	21
703	1246	26
705	1847	22#
721	1440	23
737	1446	23

#Car 1847, Nic. signs

34TH AVE. SO.

453	1424	23
511	1450	23
532	1672	24*
546	1243	21
558	1608	24
608	1720	24
618	1695	20
620	1831	22#
639	1781	22#
640	1827	22#
658	1717	21
700	1671	21

*Met 1680 34/ SB 42-Hia 9 a.m, may have chgd. cars from 1672 NB Cedar-L. 755. #Three cars with Nic signs, single loop trip each. The 620 scheduled to PI from 5-5 BLOOMINGTON TO LAKE, so chance missed for last use of that sign.

301	1765	18
341	1501	23
358	1223	23
404	1775	26#
416	1829	26#
421	1209	2
434	1433	2

#Two cars with Nic signs, each single trip Loop to 54th-34th.

BRYANT-JOHNSON

455	1778	24
508	1804	1
529	1782	24
532	1744	1
537	1826	1
553	1549	26*
619	1767	27
628	1838	17
631	1759	27
633	1776	1
647	1823	22
652	1777	22
654	1775	22
657	1704	27
717	1193	22
725	1829	22

*1549 belonged to Nicollet.

1236	1828	27
131	1824	27
231	1808	27
328	1823	26
346	1606	1
406	1193	1
410	1827	27
422	1847	27
424	1831	2
438	1759	26
440	1781	1
459	1833	2

EAST 25TH (P.M.)

100	1485	22
142	1643	22
206	1614	16
242	1446	21
252	1205	3
258	1479	3
312	1440	22
324	1717	22
336	1462	23
422	1211	2
442	1695	2
456		

CAMPUS CHARTERS. Fri April 17, my day off, and last day of Camden and 34th Av. lines, I worked Campus p.m. and evening charters, my last E.S. work before transfer to Lake St.

--For two charters in evening rush hours, two Campus cars with registers had been carefully set aside on 7 track, but we had no fare collection to bother with, so in the evening we took any button cars The charter was for Home Ec. Dept. entertaining girls from high schools all over the state; from their quarters at Farm School, we brought them to banquet at Main Campus.

--PO 500, Farm School 530, Main Campus 550, wyed Eustis, PI 630. Paul Nygren #103 in car 1304 had 90 passengers, I had 75 in 1300.

--Evening, PO 825, wyed at Eustis; Main Campus 940, Farm School 1000 (coffee); PI 1023. Arthur Erickson #166 hauled 99 riders in car 1307; I followed with load of 81 on car 1314.

LAST DAY: Fri 4-17 I walked down to N.S. early, rode on 554 pullout 1576 to Camden, took pictures, rode 1584 to 27th & Lake, rode on south end of 34 Ave. line taking pictures. Afternoon, rode to Lake St Sta, from there to E.S. for Campus charter; then to N.S. to get car markups; left there on the 751 southbound, 1636 FS/, and changed to 430 CH/ to E.S. for evening charter job; rode 1312 OH to Henn-Wash, the 11:01 there, and joined other railfans for Camden ride on 1636, ride on last Camden 1576, ride on last 34th Ave. 1223.

SELBY-LAKE COLLISION a short time before this, at 34th Ave. & Lake St., when one car left rails and hit oncoming car, was between 1620 and 1685; both cars continued in service after that date.

RIDING HOME FROM LAKE ST. after one-piece run Mon April 20, rode 1450 SL, rode 1805 CP42, fell asleep after 1805 turned on to Broadway, woke up at Lowry and rode back ~~at~~ on 1665 C54/.

I HAD STUDENT along on one-piece Plymouth run Tues. June 16. He was East Sider Eugene H. Drews #133; as E.S. had only one day run on Plymouth, they sent extra students out to learn line with Lake St. men. I worked same run on Monday in 1207, and got $66.36; Tuesday Drews did most of the driving in 1454, and $66.24.

ON SELBY ONE-PIECE Mon June 22 in 1454, eastbound car ahead of me held by RR, went through to east end but missed next west end trip; starter wyed me out at 4th & Wab. (crossed eastbound, backed up so southbound on Wab) and sent me west five minutes ahead of time, to fill in for late car (my trip 1012 at 4-Bdwy, left 4-Wab at 1012).

SWEDISH DAY Sun June 28. I saw N.S. 1576 MF/ out as extra, and N.S. 1390, on M'haha line, on which M/M was handing out Chicago transfers punched "Emergency" (line no longer belonged to N.S. after Camden part went bus.) I was working Plymouth, and found many people from the picnic took E. 25th cars across Ford Bridge to catch Randolph.

--Southbound my first trip after 321 relief at Lake & 36th, my 1592 and northbound 1218 were held by autos that collided at 46th & 46th. There was a very long delay, so 1218 finally went north Loop; I went on to Ford Plant and to north end late, so the service on Plymouth was something over one hour.

--E.S. had 1328 on Sunday Nicollet run, as 353 and 354 had gone in for Shaker Heights work; and E.S. sometimes had button cars even on the Monroe owl, till they got Nicollet's PCCs July 11.

OF ADVERTISING CAR 1316: The car was covered with banners, and all windows were filled with pictures, advertising new 3-dimension movie "Arena". Ralph Pierce drove 1316 on this advertising charter three days, Wed. June 24 to Fri June 26. --Going home PM 6-24, I rode 1715 SL to Chicago Av, spied odd-looking 1316 coming up Lake, rode on it to Lake & Hennepin, thence to Henn-8th; (then on 1174 CFO to 36-Fre and back home). Thurs I rode 1316 from E.S. to Henn-8, where pictures were taken in front of the State.

ROUTING OF 1316 ON ADVERTISING CHARTER. Wed. June 24: PO EAST SIDE to 1st Av N & 5th; TO ST. PAUL via University line, Robert St. loop to 9-Wab. to 4-Wab; via SELBY-LAKE line to Lyndale, to E.S. Station, to 62nd & Nicollet, to E.S. Station; via Harriet line to 50-Penn, via Bryant line from 50-Penn to 1st & 1st; wye and return to 1st Av N & 5th St; TO ST. PAUL, via University, Wabasha to 4th St; via SELBY line to Lake & Hennepin, via Hennepin to E.S. Station.

--Thurs June 25: PO EAST SIDE to 44-France, to Hennepin & Lake; via Selby-Lake line, via 4th St. to Robert; via Interurban line to 1st A N & 5th St; via 1st Av N to Wash, to Bdwy, to Emerson; via Chicago line from Bdwy-Emerson to 54-Chicago; return via 6th St to 1 Av N; to 5 St; via Interurban line to 6 & Robert, to 9th & Wabasha to 4th & Wabasha, via Selby-Lake line to Lyndale, PI to E.S. Station.

WATCHING & RIDING. Tues June 23, stood in rain over an hour at Bdy-Em in p.m. rush, marveling like a small boy at how the electric switch plopped over, how the cars clattered on the crossing, how the trolle wheels followed the wire around the curves. --Wed June 24, riding home in 1174 CFO in the evening and leaning out the back window, the overhead wires stretching out under the green branches, were so beautiful that I just stayed on the car to the end of the line. -Thur June 25, took special Como ride in 357, from Henn-3rd to 6-Robt to 44-France to Henn-12. The leaves of trees and bushes on the right-of-way almost pressed through the window guards right int the car; but of course at this time the saddest of the ride was on the hills and curves along Como Ave. --Fri June 26, stood at Henn- over an hour just watching cars crossing. Finally hopped 1583 and r to 48th-Chicago and back to Henn-6th, where, as 1583 was pulling in I changed to 1669 CFO. --Sat June 27: Rode 1667 C48/ & 1220 SL/ to work; worked 1497 on SL from P733 to 235; rode 1239 SL/ to work in 1215 on Plymouth from 353 to P738; rode home on 1246 SL, 1579 CP42. --Sun June 28: Rode 1566 C48/ to Plymouth, transferred to 1592 PFP/ whose motorman I relieved when we got to 36-Lake at 321. Relieved o it at 604, I rode 1462 SL to the station, cashed in, and rode 1845 SL to Lyndale; then worked in 1626 on Bryant from 709 to P101 a.m., and slept at the station. Pulled out Mon June 29 at 629 am in 1776 on Nicollet, till P941. Home on 1243 SL and 1653 CFO. To make rel at Nic-Lake again at 153, rode 1201 C54/, and downtown missed the I was supposed to relieve, car 1559, who went south six minutes ahe of time and had cut out car that should be ahead of him. Rode 397 N54, and caught 1559 when it came back north again at 227, worked P627.

SAT. JULY 4. Worked Plymouth night run (604-P149) in 1680. Noted 1296 o Como run, 1570 on E.S. Nicollet run. For the holiday, bought root beer and dixie cup at 46-46 drivein, and at Ford Plant at 950 clim roof of 1680 and saw fireworks both in Minneapolis and St. Paul. North for 1230 lineup, owl pullout 1577 CP42 crossed 5th on 2 Av S just ahead of me; at Plym-Em, saw other CPF ~~axx~~, 1578 ~~854xx~~ CFO 12 Other owls noted: 429 OH, 362 CH, 411 B56.

SUN JULY 5. Worked Bryant night run stubs in 1193, 321-P131. Cars seen on line: CPF: 1577 1579 1589 1663 1667 1675. SL 1209 1615, and Sne 1705 1716 (Snell. should have run 2 even cars). OH 359 360 364 42 431 437. CH 339 362 425, 361 427 438. More SL, 1745 1763. PFP 12 FS 1213 1561. BJ 423 439 1193 1559 1625 1647 1767 1775 1827. G4A 372 388. N2M 376 400 406 413. Rode home on 2 a.m. lineup, 1763 ~~SKQ~~ SL and 1673 CP42.

MON JULY 6 worked Bry night run P424-P131 in 1831. Rode to work on 1676 C48/ and 1608 SL/, home 2 a.m. on 1243 SL and 1578 CP42.

BOUGHT CAR July 3, drove July 4, then let auto stand for a week while Chicago line was still running.

I QUIT TAKING PICTURES after June 25, convinced I could never capture in snapshots or movies, my feelings for Chicago-Penn & Fremont.

TUES. JULY 7. Some counting.
1469 C48/
1663 C54/
1201 CFO
R 1473 C48/, the
1024 at B-E.
met 1585 CP42
1791 CFO
1677 CP42
381 4A48/
1583 C54/ was
catching us.
1313 CH/
-errand downtown.
Wait for SB Chicago
at 6-2AS, held by
bus parade up on Nic.
407 N62
1595 CFO
372 GA
413 N54
1396 CP42
1775 2SNE/
384 4A48/
1661 GM/
1649 N54
R 1201 C48/, had
been held by parade
400 4A48/
1469 CFO
1663 CP42
1579 C54/ caught us
1587 CFO

Off Chicago-Lake, 1201 crossed just before parade came east on Lake St. 2 motorcycle cops with sirens on; 8 TCRT radio cars; fifty new buses. One bus knocked over safety zone standard, sent it clattering over to sidewalk. Middle of parade, M/M 1281 in 1233 SL crossed going west. After parade I caught 1637 SL/, rode to work. Met 1243 SL, 1561 SL.

I worked Selby sunshine in 1746, PO 1145, PI 704. My leader all day was Snelling car 1716.

Rode home 1492 SL, 1583 CFO. Had short nap, rode back to work Selby owl. Rode 1390 C54/, the 1136 at H-8, and 1494 STS/. Reflected 1390 could not stay here long, because 1370 was waiting for it, wherever good streetcars go when they die.

AT THE STATION, Charlie in the office said he would have liked to have seen the bus parade -- "all those new buses together--you won't see that again." Said a trainman: "The hell you won't -- you'll see them all together on Selby-Lake."

FROM THIS POEM on tobacco --
Tobacco is a dirty weed: I like it.
It satisfies no normal need: I like it.
It makes you thin, it makes you lean,
It takes the hair right off your bean,
It's the worst darn stuff I've ever seen,
I like it.

--I got inspired:
The buses give us much more speed: I hate them.
They're just the thing these cities need: I hate them.
If one gets stalled, the rest go through;
They're smooth and modern, clean and new,
All shiny yellow, red, and blue,
I hate them.
---"Beep Beep"'s more modern than a gong: We're modern.
Although we stand and wait so long, We're modern.
Full buses pass us up with care,
We breathe the modern Diesel air,
We pay a very modern fare,
We're modern.

X

SNELLING CARS on Selby-Lake: Tues July 7: day run 1716, night runs 1494 and 1732. Wed day run: 1705.

SELBY-LAKE OWL Wed. July 8, car 1237, 1234 relief to PI 907 a.m., my last work before the conversions. Other owl car 1492, M/M M. W. Johnson #2273. 1238 a.m., connected with 1677 CFO. Saw 4 Ave. owl pullout make relief, but it took off without waiting for me. --In St. Paul 2 a.m. trip: Pioneer Press truck had morning paper for me, and put four bundles of papers on the car, with stickers showing where they should be thrown out: two bundles at 41st & Lake, one at Chicago & Lake, one at "Hennepin & Lake". --After wying my car at Girard at 245, I walked up to Hennepin and stood on the corner till the PCCs on the Oak and Como owls came flashing past, about 310; then I walked back to 1237, to leave at 314. (For somebody) I picked out a very bright star, for 1237 to follow; and 1237 headed right toward the star, straight straight east on Lake St, and straight straight east on Selby Avenue; slowly the sky in front of us got red, and the got brighter and brighter, till only that one star was still shining and 1237 followed it, till the star stood above the cross on the St. Paul Cathedral; then 1237 went down into the tunnel, and on the other side the dawn had come, and I did not see that star anymore.
--The last trip I left 4th & Bdwy at 826 a.m., and 1237 LAKE TO 22ND met these NOT IN SERVICE to the shops: 1691 1223 373 1239. Then I rode home on 1642 SL, 1390 CP42, 1676 CP42.

TRACK NOTES AT N.S., earlier, May 29: Wires gone from 7 8 9, ash rack gone, #64 kept on 20 corner track. #83 on front of 10 track, otherwise tracks were removed from 10 11 12. 19 track OK but not used, all muddied up from buses. Only 1499 on rear of 18; later that day, wires removed from 18. Most of 1 track filled in. (After this work streetcars still had 2 3 13 14 15 16 tracks.)

SHOP CARS: Dates when some N.S. cars went to shops:
(Burned before 5-29, 1392 storage wreck, 1591 ~~storage~~ cripple, 1520 1719 storage, 1805 cripple). (Also 1395 wreck, 1654 cripple, 1172 wreck)
5-20 1480 storage cripple 5-20 1519 ~~(x1xxx1519xxtxrxxgexsxld)~~

Car storage order 5-20:
on 19: 1520 1719 1722 1528 1522 1711 1622 1391 1630 1633 1635 1627 1398 1631 1709
on 18: 1618 1628 1393 1624 1389 1195 1196 1653 1651

Sent to shops:
5-22 1195
5-22 1196
5-25 1630
5-28 1391
5-28 1528
5-28 1622
5-25 1633
5-26 1635
5-26 1618
5-27 1398
5-27 1627
5-27 1709
5-27 1722
5-21 1631
5-22 1711
5-22 1522
5-29 1670
5-29? 1393

When wires were removed from 18 on May 29, the last storage cars 1389 1624 1653 were put back in service; 1628 1651 began running earlie

Some others to shops:
6- 8 1567 B.O.
6- 8 1173 #4 arm.lead broken
1624
6- 9 1387 #3 arm bearing worn, for scrap, roof leaks
1199
6- 9 1388 #2 arm.grd.
6-10 1578 B.O.
6-10 1586 Sale Car
6-22 1678
6-22 1780
6-23 1588
6-23 1791
6-29 1666
7- 6 1801
7- 7 1665
7- 9 1802
7-10 1587 prob O
7-10 1595 prob O

SNELLING STATION CAR MARKUPS

June-July 1953

Sat.6-27
Final regular
Sat. schedules

SELBY-LAKE

456	8	1706	dr
551	8	1716	dr,nr
603	8	1506	a.m.
739	8	1732	a.m.

Also saw 1708 on line; heavy rainstorm during a.m.

INTERURBAN

531	4	303
545	4	314
546	4	300
557	4	302
601	2	415
613	2	421
617	2	317
635	2	328
642	2	311

Sunday	6-28	7-5
SELBY		
556	8 1803	8 1716
940	8 1845	8 1706, but 1705 seen out.

INT-13 cars marked up, some church pullouts?

WEEKDAY first column T. 6-30; second F. 7-10.

SELBY-LAKE

R455	8	1733	8	1845
549	8	1705	8	1707
605	8	1845	8	1715
612	8	1715	8	1705
628	8	1803	8	1803
704	8	1707	8	1733
711	5	1494	5	1706
720	5	1716	5	1494

INTERURBAN

x500	2	336	4	323
509	2	419	4	317
x510	2	331	4	333
520	2	311	4	319
x529	1	328	4	324
x537	2	306	1	310
538	1	421	1	322
542	2	333	1	419
x546	1	305	1	421
m547	2	335	1	303
552	4	319	1	315
x556	1	323	9	416
x557	4	300	9	420
602	4	303	4	312
605	9	313	4	328
-607	2	334	6	331
x613	1	422	9	332
-614	2	317	6	336
617	2	325	6	302
x618	1	315	9	326
-626	4	314	6	306
-630	4	302	6	301
x638	6	416	9	321
x645	6	326	9	305
x649	6	321	6	422
-650	9	308	6	316
x652	6	309	6	325
x655	6	329	9	329
705	4	415	6	415
x710	6	420	9	318

SELBY-LAKE

216	8	1845	8	1715	nr
230	8	1707	8	1733	
252	8	1715	8	1705	
350	8	1803	8	1803	nr
400	5	1706	8	1707	

INTERURBAN

222x	9	307	9	309
226x	2	326	9	305
239x	9	331	6	300
248R	9	315	6	325
250x	2	321	9	329
255x	2	329	9	326
318R	9	300	6	422
324x	2	309	9	321
324x	2	416	9	416
327x	9	306	6	308
340R	9	336	6	333
350R	9	323	6	310
353	2	420	9	332
357R	6	422	6	323
406	6	328	9	420
409S	5	1708	5	1708
411x	6	305	4	335
415S	5	1506	5	1732
418x	4	301	4	313
422R	4	310	6	307
424S	5	1494	5	1716
427xS	5	1716	5	1706
438x	4	318	(PO cut)	
439xS	5	1732	5	1494
442x	1	312	4	334

CAR MARKUP PORTIONS

LAKE ST. A.M. Wed. July 8

SELBY-LAKE

owl cars
1237 & 1492

504	1726	2
517	1236	2
530	1488	18
542	1642	18
545	1454	18
548	1440	18
554	1768	18
559	1672	22
604	1710	18
611	1764	18
613	1700	22
618	1214	18
621	1680	22
624	1692	22
628	1450	20
629	1441	17
633	1220	21
634	1462	20
635	1633	17, (error)
637	1746	22
638	1637	17
642	1608	20
648	1745	17
652	1727	17
700	1615	17
703	1766	22
710	1240	2

25TH ST.

508	1694	2
542	1238	21
548	1210	20
602	1246	21
603	1561	21
609	1620	20
617	1720	20
621	1686	21
633	1245	3
645	1241	3
648	1213	16
703	1698	22
705	1221	16
721	1243	17

FORT SNELL.

504	1482	2
522	1592	2
530	1470	21
539	1424	20
545	1468	21
551	1218	20
557	1730	21

FT.SN.(cont.)

603	1216	20
609	1224	21
614	1497	16
615	1233	16
618	1385	16
630	1215	16
635	1763	16
640	1219	16
645	1415	16
646	1621	17

BRY-JOHNSON

455	1744	1
508	1604	1
529	1684	1
532	1826	1
537	1658	1
553	1626	26
617	1602	26
618	1767	23
619	1571	24
628	1648	26
631	1193	23
633	1682	26
634	1607	23
642	1804	26
647	1649	23
652	1808	26
654	1625	24
657	1558	26
706	1556	27
708	1831	24
717	1777	24
725	1661	24

NICOLLET

437	1564	1
521	1568	26
539	1795	27
545	1838	27
548	1824	27
555	1829	23
614	1778	27
619	1656	27
622	1647	23
623	1775	24
629	1827	24
636	1559	3
640	1646	27
647	1662	27
653	1645	24
656	1776	26
702	1721	24

LAKE ST. P.M. Fri. July 10

XXX5X1506

SELBY

1115	1506*
1145	1205
1215	1482
220	1203
223	1433
226	1240
235	1726
245	1210
257	1440
305	1209
317	1621
324	1220
335	1561
337	1615
343	1497
348	1454
409	1241
423	1637
429	1233
435	1468
441	1219

FORT SN.

209	1213
244	1727
300	1730
307	1211
327	1620
328	1492
329	1207
342	1701
405	1215
422	1385
434	

NICOLLET

249
315
347
355
407
413
417
418
428
433

25TH ST.

100	1710
142	1441
206	1616
242	1694
252	1218
258	1243
312	1685
324	1424
336	1245
422	1763
442	1745
456	1415

BRYANT

1226	1625
131	1782
201	1649
231	1684
256	1831
313	1804
328	1606
343	1838
346	1556
406	1193
410	1602
421	----
422	1775
424	1645
438	1721
440	
459	

*Snell's 1506 had been at LS a couple days.

The 421 Bry and the last 5 Nic pullouts were usually not run from Lake on account o crew shortage.

NICOLLET STATION P.M. Fri July 10.

NICOLLET				4TH AVE.		
x213	295	2	(sic)	x258	411	2
				x309	1551	19
				x319	1833	19
x249	401	2		x329	392	17
.302	374	2	(OK)			
.344	378	3		x332	1662	19
.354	366	2		x337	377	
x358	399	17		x346	1533	19
.417	380	17		x350	1549	19
.426	372	18		.358	397	18
.432	382	18		x404	1823	19
.441	404	17		.414	367	17
				.421	396	18
				423	385	18
.452	379	3		.429	371	18
.455	405	3		x432	1544	18

NIC. NOTE Wed. July 1, Nic furnished car change at Lyndale-Lake, car 1744 (I rode out of Nic), for crippled Lake St. car 1603.

THURS. NIGHT July 9. I walked down Emerson late at night. 1651 C54/, the 1141 p.m. at Bdy-Em, passed me. At Broadway I watched 1384 CFO go north. I walked down Broadway (and to the station). At Broadway and Lyndale I saw the last North Side owl pullout going up Broadway, 1673 C54/, M/M Wilson #1425. At Broadway & Washington, I saw the car he relieved pulling in: 1669 CP42/, M/M Johnson #1459.

AT THE STATION I read in the morning paper that the City Council had said "No" to the conversions, but there would be another Friday meeting. No one knew what was going to happen. On account of that I slept the next morning, instead of going down to Bdwy-Em to watch the pullouts coming up Broadway, as I should have done.

TRAINMEN'S MARKUP NOTES FRIDAY JULY 10.

Regular Markup

1750	644 Fre	
1121	657 Fre	
1141	702 Fre	
1100	711 Fre	34 Fre
112	712 Fre	
118	713 Fre	
1545	732 Fre	
1509	608 Fre	300 Fre
1117	652 Fre	350 Fre
521	722 Fre	
1163	1 Fre	
1173	4 Fre	349 Fre

(also 1173 brought 1587 to shops at 225, 1163 was bringing car (1595)).

1387		407 Fre
1503		428 Fre
1768	8 Fre	
1288		422 Fre
1131	19 Fre	
1223	16 Fre	

Regular Men on Pullouts

1353		410 Fre
1411		430 Fre
1539		419 Fre
1377		435 Fre
1361		427 Fre
1291		414 Fre
1347		439 Fre
1137	643 Fre	426 Fre
1567	709 Fre	
1227	22 Fre 1/2	
1349	721 Fre	
1437	27 Fre 1/2	

Extra Men on Day Off

1449		341 Fre & 830 Party Car
1383	610 Fre	
1159		356 Fre
606		359 Fre

Regulars on Day Off

1589	637 Fre	401 Fre
1583		409 Fre
1401	705 Fre	

REGULAR RUNS & MOTORMEN, last day.

1	1461	off
2	1455	
3	1453	
4	1631	off
5	1361	
6	1393	
7	1507	
8	1581	off
9	1539	
	3408	c/r 1
10	1205	
11	1501	
	1563	c/r 2
12	1411	
13	1471	
14	1585	
15	1263	
16	1511	off
17	1429	
18	1303	
19	1599	off
20	1661	
21	1643	
22	1663	off 1/2
23	1171	
24	1221	
25	517	
26	1675	
27	1355	off 1/2
28	1395	
29	1403	
30	1435	
31	1639	
32	1677	
33	1247	
34	1469	off
35	1459	
~~36~~	~~1609~~	
~~37~~	~~1413~~	
36	1437	
37	1609	
38	1413	
39	1623	D.O.
40	1265	D.O.
41	1349	
42	1569	D.O.
43	1425	owl
44	1587	owl

RELIEF RUNS, Friday work

1.	1243	run 40
2.	1185	run 39
3.	1673	off
4.	1423	run 42
5.	132	off
6.	1589	off

NOTE ON PARTY CAR FROM N.S. Fridaym night. PO 830 to M'haha Falls, to 27-Lake, to Bryant, to 54-Penn, to 50, via Harriet line to Henn-11th, PI via Wash. Church group from S.E. loaded and unloaded at N.S. Sta.

WATCHING

Friday July 10, 1953

Saw 1594 C48/ at 23-Em. Walked to Bdwy. Saw 1628 CP42 turn corner. Rode next SB, 1582 C54/ to Henn-8th, M1471 (so rode car to be last Fremont that night, though not intentionally). Rode 317 TSP/ from Henn-5 to Snelling Station. Meanwhile saw these out: 1788 B56, 1310 OH/, 1316 CH, 1762 OH, 1604 BJ/, 1720 FS/ --all day runs? Got scrapping records, listed cars in yard, got days' markup, had usual malted etc. Left about 330, rode 319 TM to Henn-5, then 1301 CH to Henn-11th offices. Mr. Ralph had been gone 6 or 8 weeks, Mr. Gerber was now Schedule Supt. Left there 430, rode 1309 BJ/ to Henn-6, watche some cars, then started counting:

1588 CFO M1661
1582 CP42 M1435
1789 CH
426 OH
430 B56
1823 4A38/
1304 CH/
1658 L/
376 4A48/
1176 CFO M1263
411 GA
1762 OX
1313 CH
371 GA
1625 BJ M1367, his last trip on streetcars ever.
1756 CHOP
1568 BJ/
367 4A38/
1656 L/
1776 B56
1849 OH

RODE:

1174 CFO M1243, will be last Penn.
1833 G
393 4A--/
1551 4A48/
1675 --/
1388 C54/ M1437
1201 C48/ M1117
1394 C54/ M1413
1673 C48/ M1449
1175 C48/ M1223
1197 C54/ M1159
1594 C54/ M1403
1763 PFP
1397 C48/ M1387
1593 C54/ M1509

At B-E, off, 5:03:

1667 C54/ M 606
1174 CFO
1390 C48/f M1171
(in order cars move)
1806 CP42 M1303
1580 CFO D/R
1222 C54/ M1677
1791 CP42 M1173
1588 C48/f M1661
1384 CFO M1347
1653 CFO M1288
1579 CP42 M1185
1577 C54/ M1583
1628 CP42 M1100
1651 CFO M1137
1176 C48/f M1263
1669 CFO M1585
1583 CP42 M1459
1585 C54/ M1291
1780 CFO M1355
1174 C48/f M1243
1582 C54/ M1435, last 7 St car later; 524 here; rubbed my finger on it as it went round curve, like when I was in grade school.
1580 C48/f
1653 C48/f , same light as 1580
1576 CP42 M1423
1473 CFO M1429
1499 CFO M1589
1668 CP42 M1643,he hollered "Lasttrip".
1396 CP42 M1349,I told him to watch for Como at 1134.
1384 C48/f M1347
1669 NW/f M1585
1584 CFO M1395
1590 CP42 M1609
1791 NW/ M1173
1806 NW/ M1303
1566 CFO M1131
1780 C48/f M1355
1589 CP42 M 517
1677 CFO M1353
1579 C38/ M1185, should be 54th, was late 14 min.
1628 C54/ M1100
1473 NW/f
1651 C54/ M1137
1389 CP42 M1539

Meant to walk to Irving, but went to Fremont only, decided to hurry to Sta.

1469 CFO
1499 C48/f
1820 CP42 M1663
1578 CFO M1411
1583 C54/ M1459; I miss final ride with the best motorman.
1566 MXM NW/f

RODE:

1576 NW/ M1423, so rode with all 3 final M/M as well as on 3 final cars. Rode into station, 3rd car on 2 track.

Marked down lineup of cars at the station; shopmen were to start running them to Snelling at 7 p.m. At 650 pm started xidx walking home, saw 1499 NW and 1593 NW on Wash. When very small, on excursions to N.S.,we had played "Nigger Toe" when walking by Franklin Creamery; so this night I did again, and did not step on any xxx cracks from 21st to Broadway. Got auto ride home then; coffee; walked to B-E, saw 1651 NW/,1628 C54/f. Rode 1590 with railfans, then 1297 Como,then 1396 Fremont,then 1240 Selby. Got ride to Nic Sta 230 a.m.,no passenger cars there, but work cars 14 63 83 21 73 were. Walked back to L.S. Sta as it got light; slept there; to work 1023 am on Nic.

Friday July 10,1953

OF SELBY-LAKES

DAY RUNS, in the order in which they ran on the line, were as follows: 1205 1768 1700 1216 1482 1642 1698 1608 1746 1224 1450 1764 1766 1506 1236 1592 1845. This list from observations by Art Rusterholz. Only Snelling day run was 1845, odd car correct for Snelling's inspection rotation. Lake St. had evens on day runs; 1506 1205 1482 were actually noon pullouts (see car markups); 1506 belonged to Snelling but was used by Lake St. a couple of days.

NIGHT RUNS. 1715 and 1803 from Snelling.

4-Bdy	C/L	Sta.	Girard	CAR
1004	1035	1043	1059	1637
1014	1045	1053	1109	1203
1024	1055	1103	1119	1241
1034	1105	1113	1129	1608
1044	1115	1123	1139	1803
1054	1125	1133	1149	1440
1104	1135	1143	1159	1454
1114	1145	1153	1209	1220
1124	1155	1203	1219	1715
~~1134~~	~~1205~~	~~1213~~	~~1229~~	~~1561~~
x1133	x1204	x1212		1561
1143	1214	1222	1238	1240
1158	1226	1234*		1615*
x1206	x1233	x1241		1637
x1224	x1251	x1259		1203
1231	1257	105	117	1241
x1246	x112	x120		1608
1256	125	133*		1440*
x110	x136	x144		1220
x140	x206	x214		1240

CAR	Girard	Sta.	C/L	4-Wab
1637	1104	1119	1130	1155
1203	1114	1129	1140	1205
1241	1124	1139	1150	1215
1608	1138	1153	1204	1229
1803	sx1148	sx1203	sx1212	(PI 122
1440	1158	1213	1224	1249
1454	x1210	x1222		
1220	1220	1232	1239	100/1
~~xx1229~~	sx1228	sx1240	sx1247	(PI 12
1715 /				
1240	1248	100	107	127/1
*1615	x---	x---		
bus	114	bus	bus	bus
1241	x118	x130		

*Two night runs to be completed as usual; for relief by owl at 1234 and 133 westbound, buses pulling out of Nic were to come down to L.S. Sta. to pick up passengers. This done in case of 1440. But for 1615, bus did not come down to Lake, so 1615 went to the west end and pulled in; the bus did show up westbound at Nicollet. --1440 at lineup in St.Pau laid over 100/103 at 4th & Wab.

CAR 1240 went through tunnel EB at 127-128, west at 149 a.m.

OF COMO-HARRIETS.

NIGHT RUNS, 20-minute service: cars in order they ran in:

CAR	6 & Robt	Henn-Wash
339	B 920	B1011
1313	C 940	C1031
361	C1000	C1051
432	B1020	C1111
1297	C1040	C1131
423	B1100, relieved as usual by owl pullout at 1146	
owl car		B1151
1760	C1120	C1211
439	C1140	C1230
359	C1205--former 1249 owl relief; just pulled in, owl came from E	
339	x1230--regular PI 114	
bus	100	
1297	x119--regular PI 202.	

Brookside	44-Fr	Henn-Wash	7th-Wab
C1054	C1058	C1126	x1215
	E1118	E1146 (Eustis1205,P	
	C1134	C1202 --relieved 12	
by owl PO	to Eustis only,not to St.Pa		
	x1140	x1208	
	C1208	C1230	x115
C1228	C1232 (H-5 C100) to Eustis		
	x1240	x102	
	x100	x122	

OAK NOTES. Run 52 former 1201 owl rlf. to Yale, be 1241 Beacon,PI 1248;1230 E PI as usual; new owl to be 1235 rlf. E but this night relieve run 52 WB 1248.

OF CHICAGO-PENNS & CHICAGO-FREMONTS Friday July 10, 1953

CAR	Thomas	36-Fre	Henn-8	Arr.54	Lv.54	Henn-6	Arr.36	Arr.Th.	
1582	L 943		L1006	L1032	1038	1104	1122		
1590		L1005	L1021	L1047	T1053	T1119		T1144	
1396	L1013		L1036	L1102	1108	1134	1152		
1388		L1035	L1051	L1117	T1123	T1149		T1214	
1394	L1043		L1106	L1132	1138	1204	1222		
					(	T1204	-former owl PO)unmention-		
1174		L1105	L1121	L1147	T1201	T1227/34		T1259	abl
1579	L1113		L1136	L1202	1209	1231/34	1252		
1582		L1135	L1151	L1217	1227	1249/101	117	-	
1583	L1143	relief B-E 1156,PI 1202, relief trip unmentionable							
1396		1205	1221	1244-48St-x1245		x105	--PI 116		
1590	L1207		L1230/36	L100	x101	x123	--PI 136		
1388	x1216		--PI 1235						
1394		(L1234	--PI 1246, former transfer pass.to owl off Penn)						
1579		x1253	--PI 105						
1174	x100		--PI 118						
1582		x118	--PI 130						

(Other unmentionable owl still needed for shuttle north of 36-Fre for car arriving 117.)

MOTORMEN ON NIGHT RUN CARS.

1583	Lloyd Johnson #1459	PI 1202	
1388	Karl Gustafson #1437	PI 1235	
1394	Justin Peck #1413	PI 1246	
1579	Leanard Matuska #1185	PI 105	
1396	Bennie Szymanski #1349	PI 116	
1174	Helmer Syverson #1243	PI 118	- last Penn
1582	Joseph Koes #1423	PI 130	- last Fremont
1590	Arnold Nordahl #1609	PI 136	- last Chicago, last everything.

LAST VIEWS.
Rode in 1590 from Bdy-Em NB 748, 42-Thomas 813, 54-Chicago 908, to 6th & Hennepin at 934. Then Como ride. Then rode in 1396, from 6th-Henn. NB at 1134, 36-Fremont 1205; southbound, met beginning of the end at Bdy-Emerson, met NB Fremont 1394 farther down Emerson. Through loop on 8th St, missed seeing 1174 NB Penn on 6th, but saw 1579 CFO at 6th & 4th Ave. Got off at Lake St. at 1235 a.m. 1396 C48⁄ and 1582 CFO crossed Lake St. on the same light. Saw 1615 SL making overtim trip westbound. While having coffee, heard southbound Chicago cross intersection at 1249 a.m. Saw 1396 N. WASH. TO 26TH cross northbound, and it waited on the far side to see if there were any passengers for it on 1721 LL⁄. There weren't any.

ONCE-A-WEEK.
Friday afternoon we learned the conversion would be made, and that one car a week would be run over the converted lines. Peg-leg, the checker at Plymouth & Emerson, passed on the fresh news to Gust Johnson #1171 as he waited for a light: "They're only going to run one car a week on this line." Said Johnson: "Well, that's the same time card we had last winter, isn't it?"

CAR NOTES THE DAY AFTER. Sat July 11: L.S. records had 1662 1823 returne from Nic, 1573 here from E.S.; said 1721 had been at Nic and was bacl this unknown to me; Snelling's 1506 still here (was returned to Snell Monday 7-13); 1551 here (used) and 1546 here, both of which were supposed to go to E.S. from Nic (they went to E.S. shortly after).

--Seen on line (Lake ran odds, the evens seen may have been pullins about noon to 2 p.m., for summer Sat. store schedule). On N2M from Lake: 1193 1551 1552 1607 1632 1646 1721 1759 1767 1823, and my own 1831; from E.S., 381 394 397 399 400 404 405 411. On Bryant: E.S. 379, Lake 1648 (a.m. stub) and 1775 1777. On COH: 1293 338 357 361 362 435 439.

--Hard to get home by transit, no more riding for me over ex-Chicago line: took bus up to Nicollet, rode 405 GM/ to Marq-5, rode 1233 PFP to Plymouth & Irving, walked to 23rd. I went this way a good deal afterwards, when not driving auto; or used Robb. bus to H-W, then rode Fort Snelling to Lake St.

--Sand Car #14 was moved to Lake St. Fri night July 17.

--Sun. 7-19, noted E.S. 1570 and 1302 here at Lake, and that 1570 went through house for inspection with Lake St. evens.

--Mon. 7-13: When wying at 32-Nic on 417 pullout trip, I noted that 1539 was on 3 track behind the Nicollet car house. When pulling in down Lake St. after round trip, I met two shopmen riding west in 1209 NIS. Later on Lake St, I met them each driving a car, 1209 and 1539 going down to Lake.

SHOP CAR REROUTING for Lake St. cars began on Thurs July 30, on account of St. Paul's paving over some of tracks on Marshall and on Snelling. New route: EB via Riverside, right turn at 7 Corners, then via University; the Mobile Unit Inspector was always to be present at 7 Corners for those turns. From shops, run via Univ-Wash-4 Av S-3 St-1 Av N-Wash-Riverside-Lake. Few cars went over that way; my Lake St. shop records indicate that from about Aug 6, shops did not take in our cripples, and we did not start sending them in regularly until about Sept. 10. Notice of Sept. 2 said we were not to use 7 Corners turn to the shops. Route thereafter in both directions was around the 3rd St. loop, most cars going around 2 Av N like Minnehaha cars, though 1 Av N was "optional".

AUGUST 13 I HEARD report that Inspector Si Hawze sent two rush-hour Plymouth cars up to North Side to wye out. Those tracks were not kept open under the once-a-week plan, and cars got in trouble; Plym. M/M told me one of them did not appear back on the line until final trip of his night run.

PUTTING STORAGE CARS BACK IN SERVICE. Hoodie #1469 pulled out 359, I pulled out at 400 on our Nicollet night runs; both went to 48th to wye, he went north Monroe, I went loop for single trip on first half of run. We got storage cars 1746 and 1768, just taken into the house and fixed up and supplied with Nicollet signs. They forgot to put fare boxes in, and we had quite a last minute rush. Now storage cars at Lake always stood with the doors open, the steps filled with water, and everything got all rusty; and they forgot to oil our doors. On the line I found I had to push the front doors open and shut by hand, and the back doors also had to be shut by hand. I phoned station from saloon at 2-Marq, having discovered company had just taken out their own phone on the corner. I didn't want to start up Marquette right at 5 p.m., late, with no cars ahead, and my doors not working. Other cars got ahead while I phoned; I went as far as 6 St. with "N54' signs, got about 60 on the car, set signs "NIS" and picked up no more; told everyone to use front doors, which I shut by hand at each corner. Hoodie in 1746 had same trouble, bought can of 3-in-1 oil and oiled his doors, and finished his night run without further trouble. AUG. 13.

I WORKED AS FLAGMAN, my only time, flagging pullins across Hiawatha & Lake RR crossing from 6 to 8 p.m. Aug. 18. This was probably the only time that Twin Cities streetcars have been flagged across a railroad crossing with a copy of "The Illustrated London News". I thought this flagging was very romantic, from daylight to sunset to twilight to dark, with half a white moon bathing the railroad tracks in silver. I flagged these cars:

1238 L22 5:54
1561 L22 5:55
1637 L22 5:58
1608 L22 6:04
1242 L22 6:16
1680 L22 6:18
1433 L22 6:21
1207 L22 6:24
1671 L22 6:26
1415 L22 6:36
1210 L22 6:46
1488 L22 6:52
1686 L22 6:53
1236 L22 7:05

Flagged by flashlight:

1470 L22 7:37
1214 L22 7:43
1246 L22 7:46

WIRE WAS BROKEN IN LOOP Sunday morning Aug. 30. When 1768 did not show up for my 940 a.m. relief at Lyndale & Lake, I called station, they told about wires, and sent up car 1558 for me. I left corner there at 949, left 54-Penn at 1009 instead of 1003. At 50th & Colfax I met my car 1768 B54P going out (would pullin from Penn); next Penn car (24-min. Penn service) I met at 46-Bryant, 1564 BJ, perhaps wying so there wouldn't be too many (two) on single track.

--I later had trouble with my front doors sticking; Si Hawze at 5th & Hennepin said the roller was gone, and he put a new roller on them there, which took one minute.

SEEN ON FAIR GROUNDS RUNS (all Comos extended) SUN AUG. 30: Reg Comos an Oaks, alternate Oak & Como west end, every trip to Fair Grounds: 338 339 423 425 426 427 429 433 435 438. Probably all FG extras: 1303 1305 1307 1309 1311 1755 1761 1799, and Nic. sign 397 399 409. (Note E.S. odds OK for runs this day). --Also seen: G4A 406, also 370 church pullout; INT 303 331; PFP 1698; FS 1210 1616 1686; N2M 395 403; BJ 374 376 1626 1726 1826 1564 1694 1782 (1558 & 1868)

CARS SEEN SUN. SEPT. 6: COH west end & FG: 338 339 423 426 427 430 433 435 434 438 439. FG extras, Nic sign cars: 365 368 373 375 376 377 381 382 388 399; and FG extra, 1850, M/M George Mogen #147. (He had had polio, which left his legs weak for some time; when he first came back to work, men above him left the 2-piece gatecar Campus run open so he could work it; later he worked only button cars.) G4A: 366 374 396 401, and church pullouts 369 407. N2M: 402 405 413 1656 1694. INT: 314 316 319 328 331. PFP: 1592. FS: 1440 1686 1698. BJ: 371 409 1710 1726 1746 1764 1766 1776; also my 1564 on which I burned out motors south at 7th & E. Henn. at 1253; I told FG inspector Hildestadt at H-W (had coasted to 5th & Central and cut out motors there), and he called Lake, who brought up 1744 for me at 116 at Lyndale & Lake. (1564 went to shops Sept. 11; it was not fixed till Oct. 8, when I brought it back to Lake myself.) --Out on BJ in pm, 1721; schedule was arranged so one Sun. afternoo relief pulled a car out and prevented one owl car from having been on line too long.

LABOR DAY MON. SEPT. 7. Lake St. ran four extra FG cars, the only ones they ran in 1953. I worked Plymouth in 1219 from 634-P1235. SEEN: PFP: 1213 1219 1497 1615, and owl PO for Mon, 1637 (not my rlf.) FS: 1215 1415 1433. INT: 307 310 312 319. N2M: 1775. FG extras: 386 399. Lake's FG extras (not seen) were 1211 1237 1561 1685.

1782 HAD NO WINDOW SILL for the controller window for some weeks. Hoodie had lost his trip sheets down the window one night some weeks before I did, and after night run he had shopmen fish the trip sheets out, but they didn't put a sill in. Sun ~~Sep~~ Sept 16 when I made relief at 940 at Lyndale & Lake, I flung my trip sheet book into that window as I usually did, along with a magazine, and down they went. Later I called Lake St. about it, who called East Side, and at 4-E. Henn. a shopman came out and spent some 10 minutes fishing my stuff out of the window. Then like a dunce, when I got to 33rd & Johnson and started taking my lunch out of my lunch-box, I threw three sandwiches up into that window. They burned when 1782 did the following August 10 (peanut-butter, I think). --After having had a call out on the line about it, the shopmen promptly put in the missing window sill.

MIDWEST SHRINE PARADE in Minneapolis Saturday afternoon Sept. 19. Plymouths ran straight through the loop on Washington (I did in 1210 on 200 and 239 trips at H-5). Interurbans ran Wash to 1 Av N to 5 St (and probably to 5-5), with half-wying at 1AN-5. The parade used 3rd St. for forming up, so northbound Minnehaha Loops ran via Wash to 1 Av N, to 3 St; there they crossed intersection, backed on to 3rd St, and then went up to 2 Av N for layover.
--A little before 6 p.m., the southbound wire broke under the Wash. Av. viaduct; I saw first SB car emerging, 1245 P45/; wire had broken its front sign glass, and torn a big hole in the sign. (Afterwards the ripped white sign was replaced by black sign.) Held southbound were 3 Plymouths, 3 Fort Snellings (each line 15-min. service), and a bunch of Ints. Wire truck, company wrecker truck, three red company coupes and one other company autc were there.

1592 HAD DOOR TROUBLE, it took from 2 to 10 clicks of button to make rear doors open. Sat Sept 12, I pulled out 1488 for my 1136 relie and took passengers off 1592 on account of that. Sat Sept 26, I got 1592 on that relief with same trouble, earlier motorman had got shopman out on line, but he could do no good; I changed cars southbound at 36-Lake to 1210 at 101. Shopman who pulled out 1210 for me had turned right on 36th, then backed across, and ~~set switch~~ when I came up in 1592 I just had to walk up with passenger to car ahead, and keep right on going.

HUGE FIRE at Aldrich & Plymouth, Mon. night Sept. 28, old buildings behind Banner Bag Co. burned. Service:

NB Henn-5	CAR	Sheridan	SB Henn-5
955	1242	1015	(1030 missing) Olson #767, held SB, hoses put out just as he got there.
1025	1488	1045	(1100 missing) Harris, held NB at fire
1055	my1686	Insp.Nordstrom at Henn-5 put my riders on bus, sent me to 5th-5th to come right back and be 1100 southbound. Bus presumably left Sher.my 1115 trip.	
1125	1616	1145	1200 this car got through.

When cars got through, 1242 went on south, perhaps slightly ahead of my time 1130 at Henn-5th; 1488 went loop, perhaps not till late 1616 went south on correct time, 1200 at Henn-5th. AT FORD PLANT: 1242 was supposed to leave 1128, be NB owl rlf. 1141; the owl car pulled out early, went to Ford Pl. just ahead of me, left 1137; I left for 1158 car ins. 1217, PFP signs for 1230 downtown; 1488

STUDENT CAR 1440 NIS seen near 7 Corners Sept 29, ~~xxxxxxxx~~ being done out of Lake St now instead of Snelling.

I DROVE "PARTY CAR" 1440 Tues Sept 29, 700 to 900 pm. Charter was for "Job's Daughters", division of Shriners. Load 58 girls from 8 to 16, two women, a couple small boys, pop corn, 5 cases pop. They got on the car on 18 track, and Stenby in the station said he could hear them in there, and they were the noisiest bunch he had ever heard. Via Lake St. to Bryant to 50th to Xerxes; going straight across at 50th & Penn, it took five minutes to throw switch (with both me & m/m of 1807 OH working on it). Via Xerxes and the right-of-way to 11th St, to 1 Av N to Wash. From Henn-Lake, about seven young boys in a convertible followed alongside during the rest of the charter. Lost trolley at 7-1AN and 6-1AN; I thought the wires were bad. Lost it again at 3-1AN; I thought my retriever was too touchy, and thought I'd fix that, so I cut the rope. Lost trolley again turning on to Wash; luckily I had tied the end of the rope. Then one girl asked if it was because they were leaning the car over; and I realized it then; all the girls on the car were leaning out the gateside windows to holler at the boys in the convertible. So I made them split up, and stay about half and half on either side of the car, and had no more trolley trouble; but I learned next day that the shopmen had been very angry to find six of the pole side screens completely ruined, with every wire torn out of them.

STUDENT CAR 1506 seen on Univ. Av. in St. Paul Oct. 15.

FOOTBALL NOTES, Minn. & Mich. State Oct. 3. E.S. evens on runs, odds on football pullouts. Seen before game: on Int: 300 302 306 307 308 314 315 323 331 333 415 416 417 419 1506 1705 1708 1732 1803; on Oak football, 1311. After game, PCCs not repeated: string of buses on Int, had been Pay Enter while cars were Pay Leave; add 311 313 328, no button seen on Int after game; on Oak extra, 1675.

315 WAS PUSHED TO E.S. by 1441 Oct 5, near midnight; next afternoon, 315 was seen OK on Interurban.

SHOP CAR DAY Wed. Oct. 21, my day off. Charlie called me up in the morning, said he had 21 cars to go to the shops, and asked if I wanted to work.

		At 2 & 3		
1604	PO 904	926/30	S.1000	No fender, no seat, no signs, no farebox, no short switchrod
1744	S.1115	1147	PI 1208	
1568	PO 1222	1245	S. 116	
1647	PO 205	229	S. 310	
1604	S. 335	408	P. 436	Car was full of storm windows, shops kept them.
1684	PO 449	520	S. 551	
1220	PO 637	702/08	S. 737	

Took all cars off 13 at Lake, put them on 24 at Shops.

Next day I took 1236 to shops between my pullouts.

SHOP NOTE Nov 17 day off, I took 1246 over, brought 1433 back; then worked Bryant in 1608 P256-P642; then took 1211 to shops, and brought 1246 back again.

LOST MILEAGE on Bryant in 1193 Oct. 29, 201 pullout trip held by auto accident at 16th & Lake, 15-min. delay; I was 16 min. late at 33-John, so wyed at 38th at 408 instead of being 401 at 50th.

LAKE ST. CAR MARKUPS

OCT. 1953

BRYANT-JOHNSON

	Th10-29		F.10-30	
P1142	1745	2		
455	1607	2*	1721	1
508	1778	2	1649	1
529	1688	1	1767	1
532	1682	1	1625	2
537	1726	1	1725	2
553	1775	22	1700	23
618	1831	22	1766	23
619	1193	22	1692	23
628	1746	1	1645	2
631	1559	22	1607	2
633	1604	1	1193	25
640	1671	22	1606	23
642	1625	23	1688	23
647	1645	23	1604	23
652	1833	23	1746	23
654	1649	23	1608	23
657	1602	25	1710	26
706	1701	23	1626	23
708	1767	23	1682	26
717	1721	23	1778	26
725	1685	23		16

*Th, someone sick in 1607 about 1 pm; replaced by 1745 off 25.

NICOLLET-2nd ST.

437	1661	2	1671	1
518	1782	2	1775	1
523	1646	2	1685	25
539	1826	25	1826	26#
545	1656	25	1559	25
548	1608	25	1833	25
608	1440	25*	1646	26
616	1692	25	1656	26
619	1766	25	1831	25
640	1700	25	1744	26
~~65~~				
647	1606	25	1744	26
656	1725	23	1694	26

*I reminded markup man 1440 had ES signs; he gave this Nic spare car 1808 on 26, saved 1440 for Ply. PO.

#Some inspection cars OK'd for runs; 1826 on Fri run because markup man forgot to underline pullout time on board.

FORT SNELLING

	Th10-29		F.10-30	
504	1642	3	1209	3
522	1210	3	1237	3
530	1424	3	1243	3
539	1415	16	1238	18
545	1686	18	1385	3
551	1207	16	1242	18
557	1592	18	1219	3
603	1615	16	1246	3
609	1382	21	1221	20
614	1219	16	1492	18
615	1441	16	1424	18
618	1221	16	1592	18
630	1243	16	1642	18
635	1561	17	1450	18
640	1637	17	1680	18
645	1385	16	1646	18*
646	1215	16	1616	17

*Probably 1686.

EAST 25TH ST.

1136	1203	2		
1225	1209	2		
508	1238	18	1441	21
542	1488	18	1295	21, prob 1215
548	1246	21	1488	17
602	1450	2	1241	21
603	1220	21	1382	17
609	1211	17	1637	21
614	1616	21	1415	21
621	1680	21	1561	21
633	1241	17	1203	21
645	1237	17	1615	21
648	1492	21	1211	21
703	1242	21	1207	20
705	(1440)		1440	1
721	1216	21	1220	17

THUR 10-29 a.m.notes: spares on 26: 1826 was used; 1838 prob. later Bry fillin PO 915; 1752, ~~1693~~ 1694 1710. --Cripples 1433 and 1245 bum air tanks; 1744, "front doors might flop off, no extra doors at sta", but car was fixed for p.m.

NOTE, FOOTBALL SAT. 10-24; 4 Lake pregame specials, PO 1148, 1155, 1158, 1204; first one at Henn-Lake 1206 (reg. due there 1209); all to Beacon. Como transfers. After game, 4 extras PO 225; at least one ran Bry-John from Beacon. --INT after game, Snell extras streetcars line up EASTBOUND at stadium, buses were extra westbound.

LAKE ST. CAR MARKUPS

OCT. 1953

BRYANT-JOHNSON

	W.10-28		Th10-29		F.10-30	
1226	1752	23	1440	23	1745	23
131	1833	23	1808	23	1782	1
201	1808	1	1193	2	1607	23
231	1692	1	1833	2	1646	23
256	1608	2	1602	2	1778	23
			SELBY			
300:			1831	23		
313	1700	2	(1831)		1656	23
328	1608	2	1744	23	1701	19
343	1694	2	1692	23	1838	23
owl- 346	1626	3	1701	3	1606	25
406	1440	23	1559	3	1608	17
410	1682	23	1721	3	1726	17
421	1645	1*	no crew		no car	
422	1726	26	1775	23	1692	2
424	1646	3	1645	23	1746	2
438	1778	25	1725	25	1440	2
440	1710	6	1626	25	1700	2
459	1661	6	1752	25	1682	17

*Wed. 1645 fixed just in time for my 421 PO; it had lost doors in accident.
--Thurs. 1838 out in mid-day Not In Service for student.
--Fri. PM 1808 on 3, not used? E.S. ran Nicollet night run for us with their car 1829, and would have run 421 Bry for us if they had another car.

NICOLLET-2ND ST.

321	1688	2	1671	23	1766	25
359	1746	3	1767	3	1688	25#
400	1656	3	1685	3	1604	17
407	1744	23	1649	3	run by ES car 1829	
418	1604	26	1625	23	1694	17
433	1782	26	1607	2	1626	17

#Fri, Hoodie in 1688 got hot journal boxes, and babbitts working loose on trucks; chgd. cars at E.S. at 940 pm to 1296, ran with blank signs rest of run.

BRYS & NICS WERE ALL TO PULLIN TO LAKE. E.S. would have got all above cars, except 1808 not used, (their own 1752 on Ply), and 1604, as Nic NR man on 400 PO didn't have time between halves of run to pull that in to ES. BUT NO CONVERSION.

FORT SNELLING

	W.10-28		Th10-29		F.10-30	
209	1385	21	1207	20	1492	18
244	1207	21	1241	18	1424	18
300	1210	21	1220	21	1637	21
307	1382	22	1492	21	1203	21
327	1242	21	1561	18	1686	20
328	1216	21	1211	18	1616	20
329	1488	22	1209	21	1238	21
342	1592	22	1243	21	1488	2
405	1680	22	1637	21	1216	21
422	1642	3	1385	21	1382	21
434	1616	22	1216	21	1602	22*

*Fri, first Gilbert Myers was to have local car and pull it in to Snelling; then he was given 1602 and was to pullin to ES after one FS trip; but he was caught on line, as everyone else was, and pulled in to Lake St. (1602 Nic signs)

EAST 25TH ST.

100	1220	22	1215	20	1680	20
142	1209	21	1415	20	1210	18
206	1243	21	1203	20	1242	18
242	1246	2	1441	18	1246	18
252	1237	21	1615	18	1441	18
258	1415	21	1221	18	1615	21
312	1238	22	1616	21	1450	21
324	1450	22	1246	21	1220	21
336	1492	22	no crew		1592	2
422	1686	3	1237	20	1642	21
442	1424	18	1219	20	1211	16
456	1766	25*	1710	26*	1752	23*

*The 456, 1766 and 1710 blank signs, 1752 ES signrolls O.K.

EAST SIDE CAR MARKUPS OCT. 1953

COMO-OAK-HARRIET

	Th10-29		F.10-30		
505	19	1304	24	1303	
514	24	433	24	428	
x517	17	1854	17	1295	
529x	19	1295	19	1302	
531	19	1788	17	1473	
533	23	1848	24	429	
536x	19	1301	24	434	
544	17	1306	17	1807	
549x	22	1817	24	433	
556x	22	1757	11	1468	
558	17	1298	9	1799	
600	14	1294	9	1785	
602	23	1758	9	1819	
x604	23	1760	9	1817	
606	23	1850	22	1787	
614	24	430	22	1499	
617x	14	1299	4	1846	db Int
618x	22	1851	4	1784	
623	24	429	8	1853	
624	24	434	24	430	
627x	22	1807	23	1306	
628x	22	1789	8	1310	
629	24	428*	22	1791	
630x	4	1786	23	1844	db Int
631x	4	1678	23	1788	
632	11	1794	22	1757	
x633	11	1844	21	1305	
635x	21	1785	22	1752,	db Int,
			prob	1852	
638xE	4	1852	8	1308	
638xW	21	1827	5	1675	
640x	5	1799	23	1758	
641	11	1798	22	1797	
x642	11	1784	5	1299	
643x	8	1305	20	1850	
644x	5	1849	20	1798	
648	5	1791	20	1796	
650x	5	1761	26	1294	
653x	11	1756	26	1756	
655	11	1300	26	1297	
656x	4	1796	26	1818	
700x	5	1755	5	1755	
703x	5	1499	20	1678	
706x	21	1819	20	1854	
712x	21	1297	20	1848	

*Thur, 428 PI crippled in am, was fixed at station.

INTER CAMPUS

	Th10-29		F.10-30	
634	7	1270	9	1269
654	17	1302	17	1301
713x	19	1269	19	1270

BRYANT-JOHNSON

	Th10-29		F.10-30	
500	19	1296	16	389
533	23	1473	17	1293
555	23	1293	9	1789
611x*	14	1787	4	1827
623x*	8	1311	4	1770
624x	8	1303	4	1794
625x	8	1309	4	1786
633x	21	1797	23	1760

*611 and 623 db Int.

EAST 25TH

	Th10-29		F.10-30	
528	20	1310	17	1309
558x	22	1853	5	1849

NIC NOTE.Th PM 377 on nr & owl, seen on owl; marked up Fri day run; 394 not on Fri markup; foreman knew of no car chgs.

SWITCH LIST.

Thurs.

643	8	1307
before640	6	375

Fri.

529	19	1270
before640	6	1307

NICOLLET-2ND-MONROE

	Th10-29		F.10-30	
454	26	389	19	1313
504	26	402	19	1669
522	20	1328	25	390
528x	16	366	11	1665
534	7	1319	25	406
539	7	1321	25	396
542x	26	377	16	381
543x	26	381	16	380
545x	20	1573	16	367
547x	20	1325	3	1549
555x	20	1667	11	1684
556	10	365	25	399
600	10	382	10	387
608	7	1323	7	1327
609x	16	398	25	403
613x	16	386	3	1573
615x	7	1829	3	1315
618x	9	1316	23	1300,
			ES	car
622x	9	1544	2	1316
625x	9	1546	3	1829
631	25	388	7	1667
632x	3	1551	8	1314
634x	3	1539	21	1570
640x	3	1549	8	1312
~~647~~	~~25~~	~~x387~~		
644x	6	1320	6	1320
647	25	387	14	377*
649	25	394	11	1321
650	25	403	10	373
655x	2	1560	10	382
707x	8	1313	10	379

GLENWOOD-4TH AVE.

	Th10-29		F.10-30	
1245	5	367	25	402
514	26	373	25	370
521	10	396	7	1583
537	10	369	7	1539
Thur night Chic. car---538	7*	1665	7	1593
554x	26	380	11	1323
556x	20	1593	11	1319
601	9	1326	7	1533
605x	17	1315	16	388
609	10	379	10	386
617x	17	1669	2	1546
621	25	399	10	369
625x	9	1570	2	1560
629x	9	1312	2	1326
633x	3	1583	21	1328
635x	3	1327	21	1580
641x	3	1533	21	1324
643x	2	1324	21	1544
648x	2	1322	2	1322
650x	2	1580	2	1574
652x	2	1314	3	1551
655	25	406	16	365
658x	2	1574	3	1325

EAST SIDE CAR MARKUPS

OCT. 1953

COMO-OAK-HARRIET

		W.10-28		Th.10-29		F.10-30	
	214x	21	1761	19	1770	24	1758
	256x	21	1827	19	1796	24	1844
	301x	19	1770	19	1308	17	427x
	318x	19	1798	17	1785	25	1770*
	334x	19	1794	24	1757	17	434x
	344x	19	1850	24	1499	19	1849
	345x	20	1818	6	1846	24	1786
	352o	16	427	10	427	8	1308
	355-	24	1310	11	428	26	1302
	403x	20	1678	24	1817	19	1675
	412-	24	1306	8	1303	8	1310
	415x	20	1756	22	1301		
x-420	414o	24	1308*	8	1311	8	1306
	415x					16	1788
	421o	16	438	10	438	26	1294
	424x	19	1786	20	1819	17	438x
	426x	17	1844	26	1789	17	1468
	431x	17	1758	14	1787	25	1818
	434x	17	1796	14	1299	25	1798
	435-	24	1304	8	1309	26	1300
	439-	8	1296	22	1295	26	1298
	443x	3	1849	26	1851	25	1850
	455-	8	1294	22	1297	8	1304
	503x	11	1307	7	1307	9	1785
	511x	8	1302	26	1827		
	515x	8	1300				
	523-	24	1854	26	1853		

*Wed night, 1308 first Harriet button car owl I know of since PCCs became common.

*Fri, the 318 was first marked up for 1829 on 19, I heard M/M run in and complain it had Nicollet signs.

INTERURBAN

06	Como148x	21	1819	17	1848?	17	433x
54	Como228x	21	1499	19	1786	24	1756
11	Como301x	21	1851	24	1791	24	1848
26	Como417x	20	1848	21	1818	16	1796
51	Bry 421x	20	1760	21	1852	22	403x

BRYANT-JOHNSON

319x	21	1797	24	1797	24	1760
354x	9	1829	9	1468	19	1311
432-	8	1298	8	1305	26	1854
440x	22	386	17	1829	11	1846
505x	6	1846	17	1849	21	1827
455x*			17	1755	19	1851

The 455 was operated for Lake St. (their 421). On Fri, 1851 was actually used on Plymouth.

NICOLLET

	W.10-28		Th10-29		F.10-30	
232x	4	1325	25	1539	15	1319
302x	4	1667	25	1533	10	398x
305x	4	1321	25	1573	10	382x
313x	4	1319	5	1312	10	394x
318x	16	1669	5	1314	20	1546
320x	25	1324	10	1684	20	1574
323x	25	1322	25	1667	22	379x
347x	26	1574	20	1551	4	1573
359x	6	1320	5	1324	10	380x
401o	10	390	11	398	23	1316
419x	5	1665	4	1546	20	1320
428x	26	1560	5	1320	16	1560
432o	22	407	16	377	8	1312
434x	5	1583	4	1560	22	381x
437x	17	1539	4	1574	22	366x
441x	5	1593	23	1327	22	402
446o	10	370	16	366	23	1324
456x	10	375	11	1580	21	1678*
503x	9	1580	16	386		
511-	25	1328	8	1313	23	1328
519-			7	380	5	1315

*Fri 1678 intended, card in window.

--Thur & Fri, the 302 (started with St. Anthony school trip) should have been PO 335 on account of M.E.A.

--Immediately after 318 Como man got 1770 instead of 1829, foreman was looking for 1829 for someone else; and it went on Nic night run that ES operated for Lake St.

--PCCs FRI NIGHT MARKED TO PI TO SNELLING, except 402 for railfans Sun

4TH AVE.

258x	4	1573	25	1583	10	388x
323x	4	1327	5	1322	20	1544
328x	25	1314	5	1316	20	1684
338x	25	1326	20	1669	4	1549
340x	26	1312	20	1549	10	367x
346x	26	1546	20	1593	4	1665
354x	26	1544	4	1570	4	1551
359x	26	1570	4	1544	5	1325
406-	10	399	14	367	23	1323
419-	10	402	16	381	23	1326
427x	5	1533	23	1325	11	1568*
444-	25	1316	16	370	8	1314
			Penn-Fre			
446x	5	1551	23	1315	20	1580
454-	11	398	16	390	23	1322

*Fri, I mentioned 1568 had Harriet signs, so it may have been changed.

EAST 25TH

406x	20	1852	24	1675	11	1632*
438x	23	1784	26	1799	14	1799
458x	23	1788	26	1807	14	1296

*Fri, I mentioned 1632 had Nic signs, it was changed to car 1851

SNELLING CAR MARKUPS OCT. 1953

	Th.10-29		F.10-30		
INTERURBAN					
P1219					P802
P1236					P904
x500	6	319	6	319	P849
509P	8	308	9	1803	1248,P554
x510	8	305	6	309	P806
520x	4	1584	4	313	1250,P642
x529	6	318	9	1708	P920
x537	6	1511	9	1495	P841
538P	8	314	9	1715	120,P900
542P	8	300	9	1515	111,P503
x546	6	1705	9	1584	P939
M547P	8	301	9	1509	126,P631
552x	6	1708#,	4	306	128,717,
#nr	prob 313				P124
x556	6	1509	9	1716	P858
x557	6	1845	9	1706	P835
602P	8	311	9	1511*	135,P614*
605x	6	1506#	8	311	141, 657,
#nr	and owl,				1236 owl
308	(car chg)				
-607x	6	1707	4	301	143,P915
x613	8	309	4	318	P916
-614P	8	317	8	317	150,P542
617P	8	315	9	1512	148,P607
x618	6	1733	4	305	P818
-626P	9	313	4	310	205,P606
-630x	4	1803	4	315	213,P517
x638x	4	1732	8	1506	P838
x640x	4	1512	8	1705	P753
x649x	4	1495	8	1513	P801
-650P	9	302	6	314*	232,713,
					P145#
x652x	4	1706	8	1733	P801
x655x	4	1515	8	1494	P807
705x	4	1513	6	302	308,P702
x710	4	1494	8	1732	P950

--The five PO times with dash ahead of them were definitely the five 2-man runs.

--On Friday the "P" had been erased from PO times, and the "x" after the 605 was gone. Apparently this had had to do with where PCCs were placed, perhaps according to M/Ms' insistence.

--*Friday, observers said 315 was on night run for which 314 is marked up above (PO 650, PI 145 a.m.)

	W10-28		T10-29		F10-30		
INTERURBAN							
222x	6	318	6	305	8	1513	P532
226x	6	309	6	319	8	1494	P509
239x	8	305	6	309	8	1706	P635
248R	8	1803	8	310	9	308	750,P141
250x	9	1706	9	1495	8	1506	P537
255x	9	1705	9	1515	8	1716	P601
318R	8	300	8	306	9	318	P1115
x323x	9	1506	9	1733	9	1509	P744
324x	9	1512	9	1845	9	1732	P522
327	9	1845	9	1732	9	1512	P832
340R	8	308	8	300	9	300	1219 owl
350R	9	1715	9	1511	4	305	P653
353x	9	1716	8	1494	8	1708	P808
357R	9	1495	6	318	4	309	P1234
406x	8	1732	9	1509	8	1845	P537
411x	8	1513	9	1705	8	1707	P722
418x			9	1584	9	1307**	P548
422R	10	1509	8	301	4	319	P1220
442x	10	319	8	1715	9	1733**	P553

--The 350 was incorrectly marked on board as night run.

--**Before last POs Friday, noted 1307 with blank signs on 9 track, and 1511 behind it, NO 1733 seen round. **On ES car markup, 1307 appears to be cripple; it ran on short PM pullouts Wed & Thurs, but was switched out and not used in a.m Thurs. and Fri. So it must have been sent to shops Fri, and grabbed there for Int PO, perhaps after being repaired.

--FRIDAY DAY RUN CAR CHANGES, or reliefs pulling out when cars got late: at least day run cars 1509 1511 1512 pulled in, and were used again in the afternoon. At noon I saw 1584 TSP/, indicating it went on to one of the day runs. 314 and 315 both seen on day runs about noon

#Fri owl relief 1219 should pull out new car that night only; however, relief man took over 300 and kept it for owl. See end-of-line writeup.

INTERURBAN LINEX

OCT.
OCT. 31 - ~~NOV~~.31,1953

LAST INTERURBAN RUNS, IN EXPECTATION OF CONVERSION --Friday Oct. 31,1953

CAR	5-Henn.	C/L	Snelling	6-Robt.	Snelling	C/L	Henn-5t
318	x1045	x1106	x1115 P.I.				
308	1056	1114	1123	1145	1204	1214	1232
300	1111	1129	1138	1200	1219rlf.	*~~bus~~	*~~bus~~
309	1126	1144	1153	x1215	x1234 PI.		
314#	1140	1158	1207	1233	1251	1259	115
319	x1153	x1211	x1220 PI.				
311	1207	1225	1236rlf.	bus	bus	*~~bus~~	*~~bus~~
306	1222	1238	1246	x105	x124 PI.		
308	1238	1254	103	x122	x141 PI.		
(300)	*~~bus~~	*~~bus~~ SPLIT LINE		bus	bus	*~~bus~~	*~~bus~~
314#	x121	x137	x145 PI.				

#Observers on line reported that 315 was on the night run, where I have listed 314 from the markup of cars. They are no doubt correct, and if the mixup had not occured earlier in the day, it perhaps happened thus: According to markup, 314 would pull in 517 p.m., the first PCC afternoon pullin and so at head of a track. Cars were late and mixed up in rush, and if 314 was off schedule, the man who would relieve it for night run later would have pulled out, and so got 315. This motorman was to have been Max Morzik #3359.

--I copied position of cars at Snell. Nov. 3, which does not help much for comparison with Friday pullout times, because some PCCs were used on Saturday football runs. However, note this Nov 3: on 12 track: 312 and 316, cripples not used Friday; then Friday cars 305 318 309 319. These on 9: 308 317 314 310 313 301 311 306 302, with space at head of track for one car. 315 was behind Ohio cars on 6 track. At least 310 311 306 were known to have been on Sat. football. ASSUMED then that on Friday night, last two pullins were 315 308 on 9 track; Saturday all the track exceppt 315 308 were used for football; 315 later gets moved over with Ohio cars being worked on.

*CAR 300: NO MPLS. CONVERSION: LINE SPLIT. At 1219 am, night run 300 should have pulled in, and be relieved by owl bus headed for Mpls. Instead owl man took over car 300, made 1 o'clock lineup in Mpls and every hour thereafter, running only to City Limits. Other owl man eastbound to St. Paul at 1234 pulled out bus, made hourly trips on St. Paul end only.

LAST ST. PAUL CAR 308: M/M Merle Seils #3061. An auto accident at 10th & Wabasha held this last car up to a half hour, after which riders said it made 50 mph on pullin to Snelling; pullin said to be 150, or about 2 a.m

COMPANY OFFICES at 11th-Henn. were ablaze with light at midnight, said Corbey; temporary schedules apparently being made. First intention was to run Mpls. end of INT from East Side. So owl car 300 pulled in to ES and it remained there many days. SATURDAY E.S. extra or overtime men ran all the INT regular cars. E.S. CARS SEEN ON INT: 1294 1324 1684 1786 1796 1818 1850. SNELLING cars used before football game: SEEN: 306 310 311 1494 1513 1707; also 1307 apparently run by Snell; also bus 1177 SPW came to Mpls. AFTER GAME noted no Snell cars, but strings of TM buses.

DIFFICULTY of running line from ES, was probably that they couldn't force Snelling men who picked the line to go to E.S. to work. So beginning Sunday, the runs again were out of Snelling, now with button cars only.

PAY LEAVE system was continued. EB cars at C/L backed into wye before riders got out to take bus standing alongside car; WB buses pulled up there and put WB riders on car standing on Emerald.

SNELLING held new run pick later, and if full line conversion had not occured Nov. 28, the INT car runs would have been moved to E.S.

FRI. OCT. 30: NO CONVERSIONS: I pulled out at 456 p.m., properly saddene by the thought of my last run from Lake St. Station. North at Henn- at 520, ~~north~~ nothing unusual appeared to be going on, but when I got back there at 535 from 5th & 5th, the news was out, and Greg came over and said "It didn't go." --So from about 530, they contacted all the L.S. men who were to PI to E.S., and the E.S. men who were to PI to Snelling, and successfully got them all to pull in to their old stations. --At 1 a.m. that night I noted these owls: 300 TSP/, 428 CATE/, 1604 B56, 1608 BJ/, 1242 PFP, 434 CH, 438 OH, 1304 OH/ (to PI), (1310 EMS/), 402 2SNE/, 396 N62. (Note E.S. Sat. owls normally pulled out cars for relief, unlike weekday nights; so now they got PCCs, though night runs they relieved were all buttons.) Near 7 Corners, I should have met controversial TM car 315 (or 314), but I have no record of meeting it. --My car empty at 38 St, I went to Ford Plant as usual and pulled in. --It had been planned at Lake that as many "locals" as possible be put in the car house that night (one day to Hallowe'en), and that men would be about to watch other cars. Now they got back also all their Nic & Bry cars, and had to get cars ready for Saturday runs, with hardly a spare part left in the station. --When I pulled in 1220 I said that it's brake had been slack all evening. Two shopmen went down under the car, an soon started to laugh and laugh and laugh. I asked what was up, and they said the brake lever on the front trucks was broken, and it was a wonder I had any brakes there at all.

MAN ON 338 BRYANT RELIEF Mon Nov. 2 didn't know that it was a relief at Lyndale & Lake. So the 338 had to go on to the loop, and perhaps pulled in too late for the car to be used again. The relief man took another car, pulled out a bit late (in 1744), and went to the loop via Riverside.

I LIKE THIS POEM by R. P. Lister, in English magazine "Punch" 10-28-53, and especially I like the title:

TRAFFIC SPEED-UP

On Blackfriars Bridge, below a leaden sky,
We sat and took our ease, my tram and I.
Long hours we idled there, scratching our head.
Red, red and amber, green. Green, amber, red.

But this was long ago. One summer's day
They came and took my homely tram away.
For ever and for aye they parted us,
And left me sitting, sadly, in a bus.

Yet all that goes by Blackfriars Bridge is good;
I miss my tram less than I thought I should.
Long hours my bus and I sit there, serene.
Green, amber, red. Red, red and amber, green.

LAKE ST. A.M. MARKUP

Fri Nov 13, 1953

I marked the cars up (for Wally in the office, who kept the coffee pot going for us.) This after pulling in 2 a.m. from Thurs. night run. He said that the markup went fine when the cars went out in the morning.

CAR INDICATOR

on 1	on 2	on 3	on 16	on 17	on 18	on 20	on 21	on 22	on 23	on 25	on 26
1685.B	1193xB	1221.	1209.	1642x	1838xB	1710xB	1615.	1245.	1778xB	1626xB	1671.B
1829.B	1694xB	1203.		1450x	1210x	1646xB	1441.	1296	1808xB	1608xB	1767.B
1725.B	1649.B	1415.		1242x	1236x	1424x	1243.	1752	1746xB	1682xB	1833.B
1745.B	1775.B	1621.		1680x		1488x	1561.		1768xB	1692xB	1831.B
1721.B	1607.B	1637.		1220x		1604xB	1211.		1606xB	1826xB	1795.B
1661.B				1382x		1700xB	1219x		1782xB		
				1246x		1492x	1241.		1556xB		
				1238x		1592x	1207.		1602xB		
						1744xB	1237.				

I left car 1209 on 16 as a spare run car if something should turn up, but it was not needed.
--It was now ordered that E.S. cars not be put on day runs; they were wanted available for PM markup, as they could go on either Bry or Plym. I left them as spares, but I did not mark up the two latest Plym pullouts and I think they were used on those.
--The five cars on 25 had been run through the house, and checked as OK for day runs; I used only 3. We had 17 day runs on Bry and Nic, but only 14 OK odd cars for them on this day.
--Not listed on indicator: cripples 1686 and 1433 on 19 (they went to shops that day), and 3-motor 1294 on 13.

BRYANT		
rlf.1145(1625)		
P1142	1766	2
455	1829	1
508	1725	1
529	1661	1
532	1671	26
537	1767	26
553	1710	20
618	1604	20
619	1700	20
628	1608	25
631	1694	2
633	1649	2
640	1744	20
642	1838	18
647	1778	23
652	1808	23
654	1746	23
657	1682	25
706	1606	23
708	1782	23
717	1556	23
725	1602	23

NICOLLET		
437	1685	1
518	1745	1
523	1721	1
539	1833	26
545	1831	26
548	1795	26
608	1646	20
616	1193	2
619	1626	25
640	1775	2
647	1607	2
656	1768	23

FORT SNELL.		
504	1245	22
522	1203	3
530	1415	3
539	1642	17
545	1615	21
551	1242	17
557	1441	21
603	1561	21
609	1211	21
614	1424	20
615	1488	20
618	1219	21
630	1492	20
635	1592	20
640	1241	21
645	1207	21
646	1238	17

25TH ST.		
P1136	1216	2
P1225	1616	2
508	1221	3
542	1621	3
548	1450	17
602	1243	21
603	1680	17
609	1220	17
614	1382	17
621	1637	3
633	1246	17
645	1210	18
648	1236	18
703	1237	21
705		
721		

--One difficulty in marking up at Lake at this time, was that on Bry & Nic so many early pullouts were run cars; when run cars were behind PO cars, as on 2 track, they were hard to place in the markup; and when Bryants were mixed with local cars as on 20, the whole job became quite a mental adventure.

1242's TROUBLES, Tues Nov. 17. Johnson #1411 had it the previous week on his Fort Snelling day run, whenk the brakes fell off the front trucks. On this day, the air pump went bad at Franklin & 27 Av. going south; he drove on, while the air lasted, as far as Lake St. Then he made car trade with pullin behind him, car 1211, which had been on Plymouth and was pulling in 855 a.m. He later said 1211 was best car he had for a month. --Meanwhile I was called up (on day off) to take shop cars over, and while driving to work, passed 1242 and 1211 standing at Lake. When I got in the station, they handed me bad order slip for 1211 to go to shops, and said it was due in right away. Of course it didn't show up, but spent the rest of the day on Minnehaha. I took 1246 over instead, and brought 1433 back; and then worked long afternoon Bryant stub. After which I took 1211 to the shop in the evening: PO 713, 2 &3rd 739 (followe 1207 FS/), shops 810; and 1211's rear trucks jack-knifed at switch on to 24 track at shops. 1211's B.O. slip said #1-2-3 wheels crowding, #4 axle bearing broken. --From the shops I returned 1246: Snell 820, 2 & 3rd 845, PI 907. --1242's air pump was fixed at the station, and it went on 422 Snell night run.

DERAILMENTS Sun Nov. 22. M/M 1747, in car 1682, went off on Penn Ave, just south of the dip, his 627 trip at 54-Penn; but he said car went back on rails again when he just kept on driving. His 1051 trip out there, he went way off the tracks, and couldn't camelback the car as the wheels just sank in the mud. (Next M/M, 24 minute service to Penn) wouldn't go out there against the red light, and wyed himself at 50th & Penn). Inspector Borne got car 1682 back on tracks, and had the M/M skip much mileage: he was to go loop, then 56-Bryant, then 33-John; instead he went straight to 33-John, arriving there 1227, not due to leave till 129 (I was at 33rd then, the 1239 there). I reflected disdainfully (to myself) on "amateur starters" -- in addition to cars missing on south end, ~~Bxx~~ Borne spoiled the northeast service; he should have sent 1682 around the loop, to go north from 11th-Hennepin on his proper northbound time.

PCC MARKUPS: Commencing Mon 11-23, they went on pullouts only, and so some ran on Nicollet, whereas for a few days only 4 Av had had them The markup on Tues Nov 24, afternoon:

4TH AVE.		NICOLLET
258x 16 389	406- 23 1327	305x 7 388
323x 16 394	419- 23 1325	313x 19 387
328x 4 1312	421x 19 403	318x 19 373
338x 16 396	427x 19 382	359x 16 438--blank signs
340x 11 1665	444- 11 1593	
346x 16 369	446x 19 377	
354x 16 365	454- 25 1533	
359x 19 406		

STREETCAR COUNTING FRIDAY NOV 27, 1953.

--1807 PFP, at Plym-Irving 1201. Had lost 10 min. on 5 St. NB downtown.
--Rode 1807 PFP/ from Irving to loop. Met 1385 PFP at Emerson. Me off ca
--1705 --/ (Int line) east on 1AN at 4 St at 1222. 1AN-5.
--1733 TM, 1819 L/, 1785 CH at H-5 at 1225; and 1669L/.
--1607 N54, 1315 G. Met Bob in bank for lunch.
--At M-6 at 1235, string: 1628 N58 (no card), 1533 N54, 1671 N54, 1193 N62. At 105 there: 1665 G, 1573 4A48/, 1321 N48. At 145: 1607 L/, 1667 L/ with "ESS" card, 1833 N62, all on Marq.

(continued).

CAR WATCHING NOTES
STREETCAR COUNTING 11-27-53 (cont.)

--I boarded 1615 PFP, M/M 1609, at Nic-5th. This was the 120 at H-5; it was held at Nic from about 130 to 153, because bus on Nic was broken down squarely across 5 St. tracks; finally a truck pushed the bus away. Behind 1615 were 1803 TM, 1715 TM. Held SB were 1207 P41/ 1215 PFP/, 1512 TSP/, 1513 TSP/; and at Henn. we met 1209 PFP/. On 1AN at 5th we saw pullout 1551 GA. At 2-3 end, 1441 FS. At Plym-Lyndale, we met 1849 PFP/; M/M 147, supposed to make relief at 135 at Henn-5 NB, had instead pulled out a car, gone Marq-6th-1AN and NB, and so had not been held by the bus.

--Later I drove to E.S.; leaving about 345, saw 1193 L backing in; saw 1778 BJ at 4-EH, xxxx drove over 10 Av bridge, saw 1642 PFP/ at 7/C, followed 1245 FS/ down Riverside, barely got ahead of him by shortcut 25 Av to 25 St. Met 1219 L, arr. Lake St. Station at 401.

--My car 1242 on 2 track; had shopman fix bad air leak in doors. Dave M rode from 2 track out into the yard (then rode 1700, later BJ PO). Switchman Charlie Fisher rode from house to 27-Lake. My 1242 last EB PO ever from Lake; left 451, 5 min. early; held by train on Lake, on time at 27-Lake, and at H-5 at 520, where I met 1799 PFP/. From 5th-5th came 1494 UTS/, and a PFP I met on bridge. I backed on to curve in the wye. Southbound, met M/M1395, with student driving, in 1593 L, 4 Av. car looping on 5 St. Car ahead of me going under viaduct, 1424 FSNW/, lost trolley going under, I put it on. From 45th, I followed 1642 L22, 1216 L22, 1207 L22, (then me, 1242 L22); a Plym. caught us at Lake. I had 6 riders to Lake St, including Mr. & Mrs. Cathcart on "last buggy ride" (he was L.S. cashier). My PI 629.

--CONTINUOUS COUNTING:

36-Lake	655	1238	PFP
	656	1243	PFP/
	656	1209	L22
	657	1615	L22

36-Lake coffee & cookies
Made relief in 1592
at 710 eastbound; met
1849 PFP
1243 PFP
Bob got on 43 St. EB.
Stewart visited at Ford
Pl, I said I had no broom
to sweep down 1592.
--740 westbound trip:
1799 PFP/
1220 PFP/
1382 FSNW/ at 7/C
1238 PFP/
1715 TSP/ on 5AS, jammed
1512 TSP/, out of place
with 1715 I think.
1849 PFP/
1415 FS/
1243 PFP/
--845 eastbound trip:
1799 PFP
1220 PFP
Bob got off 1592 1AN-W.
1846 OH
1511 TM
I followed 1686 FS/

1382 FSNW
1238 PFP, late,
at Frank. 918
1849 EMS on 25 St
1243 PFP
my EB store load
about 70. Arr FP 942.
--950 westbound trip:
1220 PFP/
John Stewart on my
car at Lake, brought
broom from 1621,rode.
Held by:
1236 NIS/, off tracks
at switch at 7/c going
to shops; then car
1237 NIS/; then me,
left 7/c 1023 (7m.late)
1686 FS/
1511 TSP/
1791 (OH?)
1243 PFP/ H-5 1030;Bill
Olsen here looking for
Bob.
--1045 eastbound trip:
1220 PFP 1AN-3 St
1511 TM
1616 L
I followed 1415 FS/
1238 PFP
1243 PFP
Swept down at FP; fire

--1158 westbound trip
1220 PFP/ at 46-46;
exchanged whistle
blasts
1238 PFP/ at 22 St
1511 UTS/ at RR 5 A
1788 BJ/
1794 CATE/
1791 --
1293 --
I cross H-5 ahead o
1744 B54P
1733 TSP/
--1246 eastbound:
I beat PO 1594 4A48/
1324 (OH/)
1820 CH
1786 CATE/
1320 EMS/
1440 OH
1546 2SNE/
1568 N58 (62)
and met
1509 TM
--On 34 St at 39Av,NE
corner house,saw dim
lights,small girl &
mother watched last
streetcar going by.
--Left Ford Pl 137 am,
pullin 154 am.

NOTES OF RIDING ON WEEKLY CARS (history of those car listed separately).

--Aug. 20, I rode Penn-Fremont car 377, whole run H-6 to station.

--Aug. 27, I rode 365, H-6 to Bdwy-Irving; had auto parked there, drove like mad to 2-E. Henn, rode 1300 OH to H-6, rode 370 from H-6 to 1AN to 54-Chicago, to station.

--Oct. 1, I rode 379, Penn-Fremont car, whole run.

--Oct. 8, I rode 397, all Penn-Fremont mileage, except it wyed Dowling. Earlier had rode a bit on 373 4A48/, which was Chicago Av. car.

--Oct. 15, rode 369 4A48/ from 1AN to Marq, this later Chicago car; then rode 1325, all Penn-Fremont mileage.

--Oct. 22, with Dave, rode 1533 GA with popcorn & pop for us & m/m; rode H-6 to Aldrich, then to 4 Av-48 St, my first ride ever out there; I did not notice layout of wye, as I was busy "conning" 1533, that is, sweeping down, raising window shades, making car look good, reading funny papers and other conductor duties. Rode to 1AN, to 54-Chicago, back to 1AN-5th. Of 2 riders on from 48-Chicago to loop, one said, "It sure feels good to ride a streetcar again." Note, Dave earlier i day had seen accident at 4 Av-22 St, thought car was 370, replaced by 1533. 370 was OK in service Sat. and Sun.

--Oct. 29, I rode 1665 4A48/, H-6 to M-6, delievered pop & popcorn for driver; Dave stayed on 1665 and made tape recordings on Chicago Ave; I rode 370 Penn-Fremont car, late PI 155 ins. 128, because of trolley in air at 36-Fremont; rescued there by N.S. shopmen in bus.

--Nov. 1, I rode MRA car 406 on Chicago Ave.

--Nov. 5, rides not covered; but Dave rode 406 on 4 Av earlier, i stayed on as Chicago car.

--Nov 12, I did not ride; Dave rode Penn-Fremont 369 north to Bdy-Em, caught bus back downtown, rode 1688 on Chicago Ave.

--Nov. 19, I rode 403, did all switch throwing, got closest ever to ambition of being starter at Bdy-Emerson. Rain all day and night, helped some a/c slippery rails. Switch-cleaner in truck did not show up, had usually tagged us before. Threw switch 1AN-8; B-E was set OK for Penn left ahead of bus at Thomas on account of rain; half-wyed at B-E; went up Emerson, got only to 23rd on account of excavations; backed to B-E, half-wyed again using switches previously used; turned right from Bdwy on to Emerson, first such turn in 19 weeks. Some of Christmas decorations on Broadway were lighted, for our streetcar. Left B-E 1252, some lineup delay at H-8, threw switch 2AS-5.

--Nov. 26 Thanksgiving night. Had worried about 20 weeks that I might miss final CPF run, which would have been terrible. Now it suddenly came, and much earlier I had picked Bryant night run for holiday pick and couldn't get out of it. I pulled in 111 a.m. at Lake, dashed in auto to 26-Chicago, caught car 1324 there, rode to 54-Chicago, back to 26-Chicago, then with auto, followed 1324 down the tracks to E.S. station. Later saw car 1314 pull in from Penn-Fremont. I was somewhat heartbroken not to have rode Penn-Fremont car, but could not have caught it after my late pullin; this I considered more important than south end car. Dave considered south end car more important, but luckily I talked him (& John Stewart) into riding the north end, so it would at least be rode by a friend; they took pictures of that last car at Bdwy-Em, at 42-Thomas, at Henn-8.

NOTE, weekly car numbers of 9-3, 9-10, 9-17, 9-24 obtained from Dave who rode some. He also reported Aug. 29, car 438 was first car in service on COH extension to the Fair Grounds.

THE DAY AFTER: EAST SIDE MARKUP OF SAT. NOV. 28, 1953.

COMO-OAK		
1143	24	1786
1204	24	1820
1232	11	1440
506	24out	1846
521	16	1186
524	16	1762
533	16	1784
536	16	1798
539	16	1844
544	16	1168
558	11	1166
602x	24	1293
606	11	1848
636	24	1788
639	24	1310
702	24	1794
726	11	1758
757	8	1308
811	8	1294
825	7	1300
907	7	1796

NICOLLET		
1147	23	1546
1243	23	1574
1244	23	1586(sic)
427	19	1778
505	19	1782
519	19	1558
522	23	1322
545	23	1688
549	23	1632
552	5	1320
553	5	1590
633	5	1326
637	5	1646
707	5	1316
713	5	1328
717	17	1694
726	17	1560
743	17	1580
836	17	1564
858	17	1532

GLENWOOD		
1245	23	1594
518	19	1626
520	19	1570
521	19	1544
539	23	1324
540	23	1314
558	20	1608
618x	20	1593
633	24	1628
702	24	1312
733	17	1826

CAMPUS		
634x	20	1269
654	20	1302

--It will be noted no sign changes had taken effect yet: 1308 and 1310 are still Harriets, 1826 still has Nicollet signs.

--On Friday, both Lake St. and East Side inspection of even cars had coincided, so all even numbers were suitable for runs on Saturday.

--Of 20 Lake St. Bryant & Nicollet cars that pulled in at East Side Frida many are used. During the day E.S. sent PCCs and various cripples to the shops, and 21 more Nicollet-sign cars from Lake were brought over; of those 21, 1602 and 1606 were noted out on the line later in the day. The first winter snow came Saturday, and there were some line mixups; 1564, for one car, was noted as pulled in off Nicollet line.

--CAMPUS schedule had pullout car 1269 pull in at 823 a.m., and apparentl it then got buried in the barn. 1302 made half hour trips till the late afternoon; then at 415 was joined by another Campus pullout, ON WHICH CAR 1760 WAS SENT, with conductor hand-collecting fares and not registering them anywhere except on his written trip sheet and load check.

NEW ASSIGNMENT 11-30-53 had 156 cars assigned E.S., including 1266 1269 1270 1440 etc; including 1726 1752 1766 1759 cripples; NOT including 1845.

TUES DEC. 1 I went for Glenwood ride on 1671, first time I ever rode streetcar out there; wanted to see line before I worked it.

TRUCK & AUTO ACCIDENT at 4 Av-15 St. Sat. Dec 12: I was amused by woman bystander who said driver on 4 Av had right-of-way because 4 Av had the streetcar tracks. Four streetcars were held each way. Going north first was 1322 G, which went through; then 1632 GA, which Insp. Art Peterson assisted in wying out at 1AN-6th (the opposite way from ~~x~~ owl wying); then me in 1682 G; I wyed at Aldrich, after putting riders on 1322 which waited there for me; then M/M613 in 1758 GA, who wyed ahea of me at Aldrich to stay in his proper place.

LAKE ST. M/M Nelson #1801 picked Campus line after Lake St. closed, and then drove gatecars for first time in his life. He had originally bee a conductor, switched to driving in the early '30s, but had only worke one-man lines.

NEW ROUTE TO SHOPS, at least by Sat. Dec. 26, was via Hennepin to Washington. Usually Mobile Unit man was there when shop cars turne and so cars going over generally ran in "convoys". Sometimes when single car went over, shop car M/M was instructed to close switch on Hennepin after he had turned.

SOME CHRISTMAS DAY A.M. OWLS: 1791 1827 1845 seen on Harriet.

HOLIDAY ODDS & EVENS NOTES: Each night, some night run pullins were parked outside the station. Now on Friday Christmas Day only odd cars were out, and they could not be used for runs on Saturday; so before the night runs came in, some even cars were pulled out of the house and parked outside, leaving empty tracks in the house for the night runs to be put on.

SPECIALE PCC TRIP Sun Dec. 27: I was northbound on Nicollet about 930 a.m., when I met 1304 NIS-following a regular. 1304 wyed at 38 St. and went north again. Following the next southbound regular, I met car 369. At 33rd & Nicollet, company took pictures of 1304 northbound and 369 southbound; this was for a court action coming up, concerning a person who had been caught between two cars at that corner, one PCC and one old-style car having been involved. Very likely those were not the two cars involved, as 1304 was not a Nicollet-sign car. --My next trip southbound, I met 369 northbound at the GN Depot, and that was the last PCC I saw running on the street in the Twin Cities.

U. OF M. NOW ALLOWED following for students' fare on Campus car until students had obtained passes for new quarter: Admission Certificat and Registration Permit, during registration week and first week of ~~school~~ school; and Fee Statement, during first week of school.

--Special passes, as recorded before, were for anywhere on line, or for Tuttle School at 18-Como, or for the Golf Course. C/R 3232 told of time when another cond. #3270 jumped off car and chased two girls across the fields, because they had got off there (Univ Grove) for the golf course, after riding on regular Campus-to-Campu pass. --Sometimes a single special pass of types noted was made out for whole group of riders to ride on. --In fall of 1952, #3232 had once had load of 158 from the Farm School to the "U" for the football game, and as he couldn't get through the car, he did not collect from anyone; he later told it to the Mr. Johnson who was head of "U" Special Services Dept (and so in charge of how the line was run); Johnson did not care. He was usually very lenient about all such matters. However, he once wanted to try Pay Enter on the Campus Cars, to eliminate cheating of persons who got on somewhere along the line with Campus-to-Campus passes; Pay Enter would prevent anyone from getting on with such a pass except at either Campus; but then how about where they got off? --I recall time with extra men operating, in which M/M brought along his punch so on trip too crowded for C/R to get through car, collection could be made at the end of the line with riders getting off both ends.

NEW YEAR'S EVE Thurs Dec 31, my day off. Had Nicollet PO in 1608 in a.m. Had pullout for afternoon, but told office I was available for night run if necessary; and I was lucky enough to get a 2-piece Como night run, the motorman for which was having eye trouble. (He was really sick; it was not like my first New Year's at North Side, when by 230 p.m., some 10 or 12 men who were supposed to work all night had already called up "sick".) I drove 1303 from P344-P728; then made relief in 1789 at 951, and worked to P128. Eastbound at 30-Como at midnight, and blew whistle at couple outside quonset listening to city's horns. Then crept down Hennepin Ave. in 1230 lineup, the last good New Year's Eve.

I DROVE SAND CAR #45 first time, Mon. Jan. 4, my day off. Flat cars like #18 had done good sanding job with only two men on them, but #45 should definitely have had three men. On #45 the sand man in center of car had to shovel sand slowly but regularly into the compartment with the auger, which fed the sand through the hoses; to shut the auger off, he would have to climb through car to the controller at the rear; result was that sand didn't get shut off at intersections, curves, etc, and we left piles of sand in the street near switches or wherever car waited for semaphores. --We pulled out 840 and went to 44-France first. (Right-of-way was not sanded. Often in earlier years, for sanding Henn. Av. in loop car could afterwards wye at Henn-11th, but of late always went off track there; sanding territory was extended to Henn-Lake IF mobile man could be there to help wye car out; else it went to 44-France) Actually we were ordered to 44-France, but inspector showed up and wyed us out at Hennepin-Lake, where we left 930. Then to 1st & 1st 955 there; via 1 Av N to Aldrich, 1015 there; from Aldrich to 4 Av S & 11th St. Backing up there, we tangled trolley in the wires, and could see no way out but to cut rope and move car by someone standing on roof and holding pole against wire. But new shopman with me did not care to, and I did not care to while he drove car (since he was a new man), so we phoned up, and finally Inspector Borne arrived, unhooked the retriever and walked it and the pole all the way around the car, and so had us untangled. (Later in the winter, after trouble wying here, sand car went to 38 St-4 Av.) --We left 4 Av-11 St at 1130, went via 6 St-1 Av N-11 St-Hennepin to the Station, left there at 1200, went to 38th & Nicollet, left there 1245, pulled in 130.

VERY COLD DAY Mon Jan. 11. Noard #90 had car 1819 on the owl, and brought in bottle of milk he had along, to show us the milk had frozen (although the bottle had stood by the front heaters). --Pentz #453 was in the sand car, had to quit sanding when the auger broke. --I was cheered to see 1269 on Marquette, coming BACK from the shops.

COLD AGAIN Mon Jan. 25. I had Oak night run in 1296. Resistance heat was not cut in, I reported it and it was fixed sometime thereafter. Had shopman out to fix my doors about 950 p.m. I was west at H-W at 10:01, 20 minutes late, but Oak due at that time had missed whole trip, had air on the bum, sat at 50-Penn for whole round trip till shopmen fixed car there. This trip west at Henn-7th, retrieve BRACKET fell off the car; I cut the rope. At Penn I left 1042, wying ahead of car with bum air, then went to station instead of Beacon on account of being late. Shopman tied my short rope to roof, which we shouldn't have done; when I got to Main St, where wires were high, trolley wouldn't reach them, so I had to climb roof to untie the rope. It was about 15 ~~bl~~ below. --I had told station to have my owl relief pull a car out instead of taking 1296, and he pulled out 1808; another owl had to PO, and got 1826. I don't suppose the stove cars made them happy that cold night.

FRONT DOORS WERE STICKING on 1854 on my Mon Feb 1 owl; shopman fixed them at 240 a.m. by tightening a three-foot-long wrench on to the bottom step, then jumping on the wrench handle, so bending the step down so the doors would clear it.

SLIPPERY NIGHTS. I noticed Noard #90 on other Como owl was driving like a sand car, so I started doing the same, and I think we did as much good as sand car could have. We filled our sand boxes three or four times a night at ends of line on owl trips, and sanded all important car stops. There were few autos out then, and the sand stayed on the rails well into the morning rush hour.

M/M STAR #1001 backed into the station rather too fast Thurs morning Feb 4; as he entered the house on 8 track, the trolley pole of his 1625 shot up toward the station roof, cut the feeder cable so # 1 barn went dead, and cut out a circuit breaker so # 2 barn was dead. 1661 from outside was coupled up to drag 1625 out again, and when it did, 1625's pole snapped in two like a matchstick.

FACTORY AT 33-COMO let out its night shift at 230 a.m., and the Como owl went by there at 229 a.m. (merely to sit at H-5 lineup from 247 to 300 a.m.), so it is not to be wondered at that almost all those workers drove their automobiles. I used to leave Eustis a minute late, and always got one or two riders from that plant; but on my nights off, they could never catch the car, even though other owl man knew about them. I finally got foreman to write note on time card for car to wait a minute there, but they would not consider changing the scheduled time of the car by a minute or two. It really took brains to make schedules the way TCRT did.

I HAD 1303 ON COMO owl Fri Feb 5, on which day odd cars were to go on runs; so 1304 went on Campus day run instead (along with 1269). (1301 was at the shops, 1305 was at this time a Nicollet car).

LOAD CHECK ON OWL Friday a.m. Feb. 5: readings taken at end of line, and at Henn-5th, but no riders counted twice:

		Inbound	Outbound
1237	west	12	14
135	east	10	5
228	west	9	3
335	east	1	0
428	west	6	11
526	east	54 (to H-5)	

ON OWLS I GOT electric-heat cars with "small controllers" (K-43), and I very much missed the "big controllers" to lay my head on during the lineups.

RIGHT-OF-WAY BRIDGE AT 36th was damaged by a truck Sat afternoon Feb 13, so cars could not pass over it eastbound. M/M 104 was last to go west after the damage. Cars caught on west end had to back to 44-France and continue backing to Henn & Lake. On Sunday only buses ran over the whole Harriet line; thereafter cars ran to Henn & Lake, except that owls were buses (so during this period I worked 4 Av. owl, while that M/M worked Harriet bus owl). (See notes typed at that time).

--Council refused company request to make whole line bus permanently as of Sat Feb. 20. I thought company should have been required to run a weekly car to 44-France over the westbound right-of-way rails

--Chief reason for refusal of conversion at this time was disagreemen over routes for buses on the west end. One East Side motorman suggested "Put pontoons on a damn bus and send it over the lake."

--Cars went back on right-of-way with owl service of Thurs. 2-25. (Sand car #45 had tested bridge Wed, see early notes). First car through WB, 1297, M/M 231, the 1151 at H-W to Brookside; next my 1854, 1 a.m. lineup to 44-France (followed by Oak owl 1294, M/M611) I had a lot of pleased riders that night, and no bad comments. One man with big smile said "I never s'posed we'd see these things again." And a woman at 44-France at 522 a.m. smiled and said, "Good morning. Nice to see the streetcar again."

--I never went to see bridge damage, and never watched a car wye at Lake St. during that period. Wed. night 1230 Oak, M/M 399, car 1791 was last wying at Henn-Lake on that schedule.

SAND CAR RUN Fri Feb 19 (M/M 331): PO 530, Henn-Lake 600, Henn-1st 625, via 1AN-6-4 Av, 4 Av-38 652, E.S. 725 day shopman relieve night man 48th-Nicollet 817, pullin 910 a.m.

SAFETY INSPECTOR was calling men into station office Feb 25 to talk over their accident records, and I almost rolled on the floor laughing at the comment by Mantifel #1395 when he came out, that nothing could be worse than his record -- he had six accidents, and seven of them were his fault.

GLENWOOD CARS were hooking and rubbing each other when meeting on 1st Av N just west of 6th St Sat Feb 27, so all men on line Sunday were being notified to go slow there on account of westbound dip in rails. This was probably same spot on 1st Av N, at which some years before (said Bob Schumacher), southbound car was standing still without very much air on, when northbound car hooked it and pulled it backwards into an automobile.

A HOUSE WAS MOVED ACROSS THE COMO line during early owl hours Tues. March 2. "Red" Bloms #521 was sent down with a North Side bus to make fillin trips, but East Side didn't know anything about it. Bloms walked in to East Side and said, "Well here I am." Earl Rien the night clerk just said "Hello". Bloms said, "Well, what do you want me to do?" Rien said "You can do anything you damn please." (Bright conversation at 1 a.m.) Bloms finally explained why he was there with a bus, so Rien then figured out what cars he should fill in for. The house was being moved across 4 St SE at 13th Ave, and after the westbound Oak owl went by about 1251 a.m., the overhead wires were cut. The bus made trips for eastbound 1 a.m. Oak and Como cars, and for my eastbound 2 a.m. Como (car 1294). Bus took my riders at Henn-1st, and I was to wye there, but the switch wouldn't work, so I went to the station instead. --(That a.m. Dave Mcwhinney, having gone to bed at 630 Monday night, showed up at 356 a.m. and rode my owl till 640 a.m.) --Next night Wed March 3, the house was moved across 15th Ave. at Rollins St (just east of viaduct), so same bus driver made trip for 1 a.m. Como (but Oak went through), and for my 2 a.m. Como (and I pulled in to station again, with 1299.)

LAST OF 4 AVE LINE, Friday March 5.

--Observations of 1322, 4 Av owl, lineups with 1313, Monroe, at H-6:
1 a.m., 1313 GM/ was first car.
2 a.m., 1322 4A48/ was first car.
3 a.m., 1313 GM/ was first car.
4 a.m., 1322 4A48/ was first car; M/M was out having coffee.
(5 a.m. 1313 would be first, as 1322 had to go to Aldrich before that southbound lineup. By alternating order of cars every hour, trainmen saved a lot of switch throwing at 6th & Marquette.)

--I drove last 4 Av pullout car, 1682, PO 505, to 38th, PI 606.

--My last rides: On 1382, from 1 Av N at 1109 to Glenwood, back to Henn-6 at 1135. Then on ~~1306~~ 1307, south from H-6 at 1152, to 48th, (north at pullin), rode to 36th. Rode 1626, south from 36th to 48th (1233 there, north as pullin), rode back to Franklin. Then caught 1580 southbound at Franklin, the last car, rode to 48th St., and back to the station.

--On day off Sunday, drove railfan car 1269 on 4 Av and Nic lines.

I TOOK 1794 to shops in "convoy" Thurs March 11, cars in this order: 1551 1593 1312 1221 1794 1669. Defect on 1794: #4 axle bearing broken. On 1669: #1-2 wheels crowding.

OF 1269: WAS ON 634 Campus day run Tues AND Wed 3-16 and 3-17, also on day run Fri the 19th, PI 633, M/M 1801 & C/R 3226. "Buried" at rear of 19, probably behind other odd cars, so not used Sat 3-20. So burned that day. (fire in 1321 on rear of 20, spread to GS of 1269 on 19, PS of 1312 on 21, rear end of 1315 ahead of 1321 on 20.) 1269 (& 1312) to shops Mon 3-22, M/M Riebel #529.

SNOWSTORM FRIDAY March 12, the only time streetcar plows went out during this winter. It was my day off, I had short Nicollet pullouts, in 1761 in the morning and 1546 in the afternoon. Snow in the afternoon had a red tint from dust that was mixed with it, and visibility in the afternoon rush hour was hardly half a block. I went to 62nd, left at 530 instead of 518, following 1314. Autos were getting stuck on the hill at 51st; 1314 got away but other autos held me quite a while. I pulled in 635 instead of 559. Then I got put on the snowplow, and we went out when the other guys were ready: Tom Brennan #113 was motorman, Norman Kausal #164 wing-man, and I was trolley-man (which was the most physical work, hauling in the wing rope and cable when the wing controller brought the wing in to the side. But maybe holding down dead-man on controller was worse.)

--In #79, pullout 822, out Nicollet line to 62-Nicollet. We let passenger cars go ahead of us there. There, and on the return, we plowed out every wye on the Nicollet line (with coffee, pie & ice cream at drug store at 54th). Headed north, we backed into each wye, then plugged spring switch and plowed curves that regular cars used for backing, then back into wye again and out on the line. (Cleaned wyes at 62nd, 58th, 54th, 48th, 38th, 2nd St.) Passing GN depot safety island, we broke the turnbuckle on the wing cable. So we monkeyed around at the station a bit, and pulled out at 1210 am in #76. We turned at 2-E. Henn. and went up to 30th & Grand, plowing the Lowry wye on the way. Also we threw out buckets of salt on every switch in the wyes, at Lowry RR crossing, etc. We left 30-Grand at 155, went Henn. to 1st, and into the leg of the wye on 1st St; then we were unable to plug that spring switch to back up straight on 1st St, so we wyed as a Loop car would, and went down to Henn-1st and half-wyed, then back to 1st Av N (300 o'clock) to 11th St, parked in middle of block on 11th St and had breakfast at cafe there. Left 11-Henn 340, to 1st & 1st 350, up 1st Av N to 6th by 355 (I drove from Wash. to 6th St), to 6th & Marq at 358 (for Monroe owl route), via Marq to Station at 410 a.m. Meanwhile other plow (#81) had taken care of Monroe St, as well as Harriet line.

--Up on 2nd St NE, we used a long cable in the plow to pull an automobile out of a snow-bank. Auto driver wondered if our plow had piled all the snow around his car, but we assured him that the city plows had done it--"Them guys are dirty", said Kausal. (We got three bucks for pulling his car out, and used it for breakfast.)

--Then I slept hour and half at station, then went on regular Sat. markup: P636-936 in 1827 on Harriet; then another hour sleep; then 1208 (pullout 1694 instead of making relief) to 549 on Nicollet. Many cars were late and wying out, but I told night foreman I made all my mileage, and said I only mentioned it because the plow on Nicollet had done such a good job the night before. He asked me if I wanted to make a Nicollet fillin then, but I had had enough for the day.

--Convoy to shops Tues March 16: #79 ("side wing turnbuckle broken"), 1245, 1667, 1316, 1301, 1299, 1758. I had one shop car and specially asked for 1667 (#1 armt. ground), my oldest button car favorite. M/M 113 drove #79. --Tues ~~Mar~~ Apr 20 to shops: #81 (M/M 104), #76 (M/M 11), me in 1778.

BASKETBALL Thurs evening March 25, instead of pullin from west end, made "Williams Arena" trip in 1817 (PI 739 ins. 711), similar extra trips by 1473 and 1220. For State Tournament, some noon extras were run around loop some days, but most extra service was by bus.

EAST SIDE CAR MARKUP

Friday March 26, 1954

COMO-OAK-HARRIET

(1146rlf.)		1310
(1207rlf.)		1294
(1235rlf.)		1306
505	11	1808
514	11	1784
517	11	1782
529x	14	1499
531	11	1220
533	11	1826
536x	25	1851
544	11	1242
549x	9	1307
556x	14	1819
558x	14	1473
600	10	1796
602	10	1848
604x	14	1831
606	10	1778
612x	25	1789
614	10	1788
617x	25	1845
618x	25	1797
619x	25	1807
x623	20	1300
624	10	1216
627x	5	1827
629	20	1854
630x	5	1817
631	20	1296
632	26	1166
x633	16	1302
635x	20	1309
637x	5	1791
638x	4	1849
639x	4	1829
640x	4	1219
x641	20	1308
x642	20	1298
643x	4	1787
644	4	1853
648x	21	1305
650x	21	1303
652x	21	1297
653x	21	1299
654x	21	1295
655	26	1846
704x	4	1795
706x	26	1844
712x	9	1293

INTER CAMPUS

634	16	1304
654x	21	1301

No cars switched.

210	25	1817
241	25	1827
331	26	1468
344	26	1492
345	20	1293
351	20	1303
406o	26	1310
414o	26	1820
415o	24	1849
421	21	1307
423	21	1295
429	21	1299
431	20	1297
436	14	1831
439	14	1473
443	21	1294
447	14	1819
451	11	1499
455	20	1309
457	24	1795
501	24	1791
503	24	1829
509	20	1305
513	24	1787
517	14	1851
519	14	1844
525	--------	
529	24	1219

INTER CAMPUS

414	10	1301

--a.m.spare run cars not used, on 26, 1468 1492 1310 1820. 1853 should not have gone on 644 day run.

--only p.m.spares in station,on 25, 1845 1807 1797 1789.

--car 1829 listed for pullouts only.

--Sat a.m.owls PO, so those Fri night runs usually got stove cars.

--Probably no crew for 525; uncertain of the 421, its M/M got Nic night run instead (last Monroe)

NICOLLET-2ND ST.-MONROE

(1150rlf.)		1313
(1246rlf.)		1328
(1247rlf.)		1325
427	2	1546
504	2	1590
512	2	1678
513	2	1756
522	24	1320
523	17	1544
529	24	1694
530x	2	1574
534x	22	1710
542	24	1628
543	24	1382
544x	22	1760
547x	14	1559
549x	14	1733
556	24	1682
557	24	1626
558x	25	1799
603	22	1616
608x	19	1755
609x	19	1615
615x	19	1775
616	16	1316
619x	19	1621
621x	19	1607
624x	19	1761
626	16	1322
627x	7	1323
629	16	1324
631x	7	1319
632	16	1326
633x	7	1327
634x	7	1311
635	10	1186
636x	8	1665
637x	8	1675
638x	8	1701
642	17	1762
643x	8	1671
644x	8	1549
649x	22	1764
654	17	1746
659x	17	1625
704	22	1752
707x	17	1767
710x	22	1564

There were three Oak basketball extras at noon, PO 1210 1230 1250, cars unknown.

253x	4	1564
302x	4	1760
305x	4	1710
317x	4	1574
320x	4	1764
339-	19	1325
340x	16	1733
350-	19	1319
353o	19	1323
402	16	1775
410	16	1767
419	16	1761
421	16	1799
422	19	1327
425x	8	1671
428x	8	1665
429-	19	1311
431x	8	1701
434x	8	1559
437x	8	1621
439o	21	1313
441-	23	1328
442x	8	1661
449o	11	1615
451	11	1675
459x	22	1755
503x	17	1604
505x	22	1607
511-	11	1625
516-	11	1549

--No cars used or either line with improper signs.

--1564 1574 1607 1710 1760 were listed as pull-out cars only.

--INSPECTION CARS FOR THE DAY were 1499 1549 1559 1615 1621 1625 1661 1665 1671 1675 1701.

LAST NICOLLET WATCHING Friday March 26. At 2nd & E. Henn. about 850 pm:
1220 EMS/
1325 GM/
1615 N54
1820 CH
1303 OH/
1851 OH
1319 2SNE/
1549 N54 (M)
1849 CATE/
1305 CHOP
1310 OH/. Then I boarded 1320 GM/, whihh Bob Schumacher was already on; rode to 27th Ave NE, then to 62nd (M/M 1965). At 62nd we hopped off and caught car ahead (leaving 20 minutes earlier than 1320), and rode 1325 2SNE/ to 30-Grand (M/M 1265), then back to Marq-7th (Bob stayed on, going home). From M-7 I rode back to 2-EH on 1328 GM/ and had coffee. Saw 1309 OH go by at midnight, followed later by 1296 CH (the 1211 at H-W). Saw owl pullout 1299 CATE/ at 4-EH, which crossed ahead of 1207 relief car 1820 CH/, and picked up its passengers at Central. 1820 then was supposed to wye out at substation, but as there was usually trouble there, it backed up on 4th, from Central, across E. Henn., then turned right and pulled in via Univ., went around and could be seen at 4 St again before it backed in on 8 track.

--Then I watched 1313 GM/, the eastbound 1200 o'clock car, and saw 1311 N62 go by 4-EH at 1210 (due 2-Marq 1211). Went in station a while, heard M/M 1705 say he had started the Nicollet buses rolling, as first one relieved him at 4-EH at 1150. Then out again, spied car going over Henn. bridge (1328 off Monroe, to 54th). Saw 1297 CH, and 1327 N58 (62) turn corner at 2-EH. Then 1305 EMS/, 1851 OH. Then owl pullout 1301 OH/, which relieved eastbound 1310 OH/; 1310 went on down 4th and did not show up very fast, so must have gone to Beacon to wye out and pull in. Then 1313 came off Monroe with blank signs, 3 riders, 1235 at 4-EH; he had been told he could pull in early, as Monroe owl bus would commence first trip from 27th NE at 1236. Then 1844 CATE/, and from 4-EH, I spied last 2SNE/ turning north at 1236; following it east was last car 1549 GM/, 12 riders.

--At 1244 I found 1615 N62 waiting southbound on 2 St at 1 Av NE, no passengers. Soon bus arrived from direction of station, motorman and driver waved, bus went beep-beep, and 1615 pulled in.

--Soon 1299 CH went by for the lineup. Then at the station I saw 1295 EMS/ come in, then 1310 EMS arrived 1255 (from extra run to Beacon), then 1320 L/ came in off Nicollet, then at 103 came 1549 GM, whose M/M Louis Rivet told me, "I left the signs Grand-Monroe for sentimental reasons." At 105, 1625 arrived off 2nd St. with blank signs. Then I joined M/M Arnold Nordahl #1609 in coffee and hamburgers (and a pinch of his snuss) at 2-EH. He had been last Chicago motorman, and now was retiring after working final night on Nicollet. At 143 a.m. at 2-EH we saw 1327 L/ come in, and at 145 I put Nordahl on the owl, 1293 CH, and that was that.

PULLIN TROUBLE Mon night March 29. Power on 2nd St NE was cut off during the day, but the circuit breaker on northbound wire was located before you get to pullin curve at 1 Av NE, so first evening pullin got on to the curve and went dead. I was to pull in 1216 at 600 pm, but did not turn on to 2nd, as whole block was full of cars. I meant to go to Beacon when we began to hold up EB Oaks & Comos, but inspector arrived and helped me and next car on Henn. wye at substation and PI via Univ; then I saw M/M 134 in 1789 pull in on Univ. from EB Henn. tracks, first time I ever saw that curve used.

EAST SIDE CAR MARKUP

Mon May 17, 1954

A.M. CAR INDICATOR

1	~~2~~ 5	7	8	10	14	16	17
Storage	Storage						
1546	1626		~~1313x~~			1326.	
1382	1752		~~1327x~~			1320.	
1775	1544		~~1319x~~	1300.		1298.	1306.
1694	1761		1309x	1302.		1854.	1324.
1756	1701		1323x	1303x		1310.	1784.
1762	1590	1166 Photo	1311x	1314	1301x	1304.	1782.

19	20	21	22	23	24	25	26
Storage		Storage					
1549	1795x	1625	1294.			1807x	1846.
1615	1621x	1678	1322.	1297x		1559x	1820.
1675	1661x	1746	1316.	1849x		1819x	1220.
1755	1671x	1682	1328.	1665x	1767x	1219x	1826.
1616	1827x	1686	1216.	1305x	1797x	1845x	1848.
1733	1817x	1628	1468.	1307x	1789x	1499x	1788.

--Cmapus cars had been specially lined up on 10, and Monday's inspection cars on 8, not to be used in a.m. in possible; shopman put the first ~~thr~~ 3 cars from 8 on the owls, knowing they'd be in early. (Cars on 8 were not marked with p.o. indicator"x"). Only Johnny Dow was in office Sun. night, so shopman started markup for him; he had done Campus cars and marked up 16 track (with 1304 on 2-man 623 day run), when I persuaded them to let me complete the markup. I took 1304 off run he put it on, and saved it for day run spare; I didn't use last 3 inspection cars on 8, but they would serve as pullout spares if necessary. 1314 was a cripple. Also I decided I wanted car 1559 on my own 617 pullout. (1304 was good spare for anything, Campus, or 2-man or 1-man Como run.)

COMO-OAK-HARRIET

1143	8	1313
1204	8	1327
1232	8	1319
505	16	1326
514	16	1320
517	16	1298
529x	20	1795
531	16	1854
533	16	1310
536x	20	1621
544	26	1846
549x	20	1661
556x	20	1671
558x	20	1827
600	26	1820
602	26	1220
604x	25	1807
606	26	1826
614	22	1294
617x	25	1559
618x	20	1817
x623	17	1306
624	22	1322
627x	25	1819
629	22	1316
631	17	1324
632	22	1328
x633	17	1784
635x	25	1219
637x	25	1845
638x	25	1499
639x	23	1297
640x	23	1849
x641	26	1848
x642	26	1788
643x	23	1665
644	17	1782
648x	23	1305
650x	23	1307
652x	24	1767
653x	24	1797
654x	24	1789
655	22	1216
704x	22	1468
706x	14	1301
712x	16	1304

INTER CAMPUS

634	10	1300
654	10	1302
706x	10	1303

During the day 1314 went to shops. Day run car 1328 (the 632) pulled in as scheduled at 233 p.m. Apparently 1322 was pulled in off day run and 1807 must have gone in its place. Here is PM markup by Charlie Fisher; he used all OKs except 1559 and 1817 on 11 track:

208	26	1789
241	26	1797
301	26	1795
331	26	1767
344	26	1499
345	23	1303
351	23	1304
406o	24	1307
414o	24	1297
415o	8	1313
421	26	1219
423	23	1301
429	17	1322
431	8	1319
436	23	1305
439	25	1827
443	25	1819
447	25	1671
451	25	1621
455	8	1327
457	25	1661
501	11	1468
503	11	1845
509	8	1309
513	11	1665
517	8	1323
519	8	1311
525	16	1328
529	11	1849

EAST SIDE CAR MARKUP AND NOTES Friday June 18, 1954

Even-numbered cars OK for day runs.

COMO-OAK-HARRIET

(1146rlf.)		1328
(1207rlf.)		1326
(1235rlf.)		1854
505	24	1382
514	24	1784
517	24	1306
529x	26	1807
531	24	1788
533	24	1846
536x	26	1671
544	25	1746
549x	26	1625
556x	26	1795
558x	26	1789
600	25	1220
602	25	1682
604x	26	1621
606	17	1320
614	25	1694
617x	23	1311
618x	23	1665
x623	17	1298
624	25	1216
627x	23	1849
629	17	1322
631	20	1546
632	20	1324
x633	25	1848
635x	23	1797
637x	23	1827
638x	23	1767
639x	22	1307
640x	22	1219
x641	17	1820
x642	17	1294
643x	22	1323
644	22	1817
648x	22	1559
650x	16	1301
652x	16	1775
653x	16	1327
654x	16	1313
655	20	1300
704x	16	1319
706x	17	1845
712x	16	1297

INTER CAMPUS

634	20	1304
654	20	1302

208	25	1313
241	25	1807
301	25	1767
331	25	1775
344	25	1827
345	25	1756
351	26	1327
406o	26	1297
414o	26	1319
415o	26	1307
421	8	1166
423	26	1323
429	17	1845
431	26	1311
436	24	1559
439	24	1219
443	16	1324
447	24	1849
451	24	1665
455	20	1621
457	20	1789
501	20	1795
503	20	1671
509	20	1625
513		no car
517	23	1301
519	16	1848
525		no car
529	16	1326

--MORNING CARS. Seven party cars couldn't be used, and 1166 was not (though 1166 ran the night before.) So there was only one spare car, 1756. This had perhaps been saved as spare car, or might have accidentally been left off car indicator. At any rate, 1756 ran on the 706 pullout, and 1845 was not used. 1845 was on 3 motors from Thurs. night. Not counting 1756, they were short one even-numbered car for day runs, so 1817 went on 644 day run.

--PARTY CARS went out about 1215: 1468 1782 1678 1819 1628 off 11 track, then 1762 off 14, unprepared car 1328 off 16, then 1686 from 14.

--CAR CHANGES. 1746 on day run got grounded air tank, and for the relief at 117, relief operator pulled out 1797 from 24 track. Car 1848 had broken door casting, so for 226 relief, car 1854 on 17 was used. 1746 could not be fixed at station, but 1848 was. Note 1324 on 632 day run pulls in at 233 p.m. Due to loss of 1328 for party and 1746 as cripple, two afternoon pullouts did not go out. 3-motor 1845 was first tentatively marked up for 513, but instead went on the 429.

ORDER OF CARS standing in station before PO of 1166 that night. Pumps running on all cars, except on 1746 with grounded pump.

11	22	23	24
	1756	1322	
	1300	1326	
	1304	1775	1306
	1817	1298	1795
1166	1382	1220	1671
1746	1820	1797	1767

Night run cars and 1166 were put on 25 and 26. Note positions from which railfans selected 1300 and 1775 on Saturday. 1756 got put on 20 track and became last car to go to Snelling. I do not know what was done in shifting 1322 and 1326.

STREETCAR COUNTING

Friday June 18, 1954

Afternoon rush hour, at 10th & Henn. at 4:31 p.m:

1307 OH
1682 CH
1784 OX
1797 OH/
1323 CH
1322 CATE/
1166 OH
1313 CH
1845 CH
1775 OH/
1311 OH
1820 CH/
1846 CH
1298 OH/
1807 CHOP
1559 OX
1219 OH
1324 OX
1319 CH
1327 CH/
1216 CH
1849 OH
1827 L/
1294 CH
1665 OH
1546 CH/
1382 OH/
1817 OH/
1297 CH/
1621 OH
1320 CH
1789 CH
1767 OH
1788 L/
1795 CHOP
1300 CATE/
1756 OH/
1671 OH
1694 CH
1306 OH
1625 CH
1827 OH
1682 CATE/
1307 L/
1854 CH
1323 CATE/
1313 EMS/
1784 EMS/
1301 CH
1848 OH
1797 CH
1166 OH/
1220 OH
1775 OH
1845 EMS/
1326 CHOP

Seen while walking east on Hennepin:

1788 OH
1298 CH
1322 OH
1307 CH
1846 EMS/
1820 OH

Meet at 6th & Hennepin:
1382 CH
1559 CATE/

1324 EMS/
1311 OH/
1319 CH/
1219 EMS/
1327 OH
1216 OH/
1817 CH

At 5th-Henn:
1807 EMS/
1294 EMS/

1546 OH
1756 CHOP

At Henn-Wash at 6:11 p.m:
1849 CH/
1665 EMS/
1297 OH
1320 EMS/
1789 EMS/
1694 EMS/
1621 OH/
1300 CH
1767 EMS/
1625 CH/
1671 EMS/
1795 EMS/
1306 EMS/
1827 EMS/
1301 OH/
1854 EMS/
1311 CHOP
1682 OH
1797 EMS/

1323 OH
1216 CH
1848 CATE/
1220 EMS/
1298 EMS/
1775 EMS/
1559 OH
1319 CH
1326 EMS/
1322 EMS/
1788 OH/
1820 EMS/
1621 OH
1307 CATE/
1382 EMS/
1817 EMS/
1849 CHOP
1327 OH/
1300 EMS/
1219 NIS 0

Rode 1301 OAK-HARRIET, from 859 at 1st & 1st, and 941 at 50th & Penn, to 1018 at 4th & E. Henn.

Rode 1546 COMO-HARRIET, 1206 a.m. at 4th & E. Henn., to 16th & Henn.

Streetcar counting at Loring Park:
1297 OH/
1848 CATE/
1311 CH
1301 OH
1323 EMS/
1621 OH/
1166 CHOP
1546 EMS/

Seen at 6th & Henn:
1311 EMS/
1301 EMS/

May 26th, 1949

Mr. Henry Johnsen
East Side Station

Deer Sir: Order #8217

On Sunday, May 29th, arrangements have been made to operate a chartered car for the Rail Fans who intend to make an excursion trip throughout Minneapolis and St. Paul and Mahtomedi. The time to be consumed in this trip will be approximately 7 hours and 30 minutes. The car is scheduled to leave East Side Station at 9:00 a.m. and return to the station at 4:30 p.m.

The route for this car will be as follows:

> Leave East Side Station and operate to Hopkins, from Hopkins to Lake Street, via Lake Street to 27th Avenue, 27th Avenue to Fort Snelling, via W. 7th to Wabasha, Wabasha to 5th Street, 5th Street to Robert, Robert to So. St. Paul Inver Grove, Inver Grove to 7th Street, thence via E. 7th Street to Mahtomedi, Mahtomedi to 7th and Broadway, Broadway to 4th Street, thence via Lake Street, Selby Lake line to Snelling and Selby, via Snelling Avenue to Como, Como Avenue to Eustis, Como to Farm Campus, Farm Campus to East Side Station.

The car designated by the Rail Fans group is #1289. Arrangements have been made for a cooler to go out to East Side Station which will be placed on this car to carry beverages on the trip. This will be taken care of by the members of the Rail Fan Club. It has been agreed to allow the Rail Fans to carry a special sign which will be placed in the overhead sign window by our shops which will read "Rail Fan Special."

The man selected to operate this chartered car is Blewett, #334. He is to be instructed when arriving at Duluth Avenue Station he is to pick up a pilot who will follow the car through to Mahtomedi and return. In the event it becomes necessary to back up for any reason, Blewett is to arrange to have a qualified operator assist in protecting the rear of the car.

When returning, operating via the Selby Lake line through the tunnel, it should be understood that the car must be in first class condition and the lights are to be turned on at 7 corners before going through the tunnel. If the car is defective in any way it should be understood the car will not be permitted to operate through the tunnel.

Attached is the route showing the time and running time to be made by this chartered car. Payment will be made to the Superintendent's Office ($51.75, including Federal Tax). Charles Sulzbach is in charge.

Very truly yours,

(Original Signed)

Superintendent

G.P.A. #8217

1949 RAILFAN EXCURSION ROUTE

					Running Time	
Start	Lv. East Side Sta.	9:00am	to	Ar. Hopkins	9:47 am	47m
	Lv. Hopkins	9:57am	to	Ar. Lake & Henn	10:21am	24m
	Lv. Lake & Henn.	10:21am	to	Ar. 27th-Lake	10:39am	18m
	Lv. 27th-Lake	10:39am	to	Ar. Ft. Snell.	10:59am	20m
	Lv. Ft. Snelling	10:59am	to	Ar. 7th-Wabasha	11:22am	23m
	Lv. 7th-Wabasha	11:22am	to	Ar. 5th-Wabasha	11:24am	2m
	LV. 5th-Wabasha	11:24am	to	Ar. 5th-Robert	11:26am	2m
	Lv. 5th-Robert	11:26am	to	Ar. So.St.Paul (Inver Grove)	11:54am	28m
	Lv. So.St.Paul (Inver Grove)	12:04pm	to	Ar. 7th-Robert	12:34pm	30m
	Lv. 7th-Robert	12:34pm	to	Ar. Mahtomedi	1:23pm	49m
	Lv. Mahtomedi	1:33pm	to	Ar. 7th-Broadway	2:19pm	46m
	Lv. 7th-Broadway	2:19pm	to	Ar. 4th-Broadway	2:21pm	2m
	Lv. 4th-Broadway	2:21pm	to	Ar. 7 Corners	2:28pm	7m
	Lv. Seven Corners	2:28pm	to	Ar. Selby-Snell.	2:42pm	14m
	Lv. Selby-Snell.	2:42pm	to	Ar. Snell. Sta.	2:45pm	3m

Layover one hour while group tours Snelling Yards (2:45 to 3:45)

Lv. Snell. Sta.	3:45pm	to	Arr. Snell-Como	3:53pm	8m
Lv. Snell-Como	3:53pm	to	Ar. Como-Eustis	4:01pm	8m
Lv. Como-Eustis	4:01pm	to	Ar. Farm Campus	4:05pm	4m
Lv. Farm Campus	4:09pm	to	Ar. 4th-E.Henn.	4:27pm	18m
Lv. 4th-E. Henn.	4:27pm	to	Ar. E.S.Sta.	4:30pm	3m

Total 7½ hrs.

Meets: Hopkins, So. St. Paul, No. St. Paul, Willernie

CAR 1287 WAS USED in early trips, 1944 or 1945 and on.
CAR 1289 MADE FANTRIP in May, 1949. Most such excursions included runs to Hopkins and Mahtomedi. M/M May 1949 Kirt Blewett #334.

CAR 1289, SUNDAY OCT. 16, 1949. M/M Kirt Blewett #334. C/R C.S.

E.S. Station, PO	930.	Via Como line.
Como & Snelling	954.	Via Snelling Ave.
Snell. Sta.	1002/1032.	Left 1045, followed PO 1733 SL⌿.
Snelling & Selby	1035.	Via Selby Ave.
Seven Corners	1049.	Actual time 1102. Via 4th-Bdwy-7th.
7th & Broadway	1058.	Actual 1110. Via Mahtomedi line; followed outbound 1811 HPM⌿. Ivy 1134, waited for inbound 1617 RHP. No. St. Paul 1144,
Mahtomedi	1151/1158.	Willernie 1152, Mahtomedi 1200/1206. Followed inbound 1811 RHP. Henry St 1216, Ivy 1228. Outbound 1635 HPM⌿ was waiting. Stopped at Dul. Sta. 1236/1256. Via 7th.
Seven Corners	1258.	
Fort Snelling	118/128	Arr. 126. Via Minnehaha Line.
27th & Lake	148	Via Lake St.
Hennepin & Lake	204	Actual 211. Via Harriet line.
Arr. Hopkins	228	Actual 236. Followed by 1-M 1297 CHOP, shuttle due C/L 216, Hopkins 229.
Lv. Hopkins	248	At 256. Shuttle wyed ahead, left 246. Via Hennepin line.
11th & Hennepin	323	At 331. Via 11th, 1 Av N to 5.
5 St & 1 Av N	329	Via Interurban line.
15th & Cedar	339	
Snelling Station	357	Station Loop (or wye). Via Snelling.
Snelling & Como	405	Via Como line.
E.S. Station, PI	430.	

CAR # 4, SUNDAY APRIL 16, 1950. M/M Kirt Blewett #1888.
LAST DAY OF BROADWAY CROSSTOWN LINE. C/R Charlie Sulzbach.

Lake St. Sta. PO	200	Waited for Bill Olsen, arriving in ambulance with sirens wailing. PO 205, lost trolley, cut rope, used front retriever.
Cedar & Lake at	210	Via 28 Av. line (Cedar-42-28 to 56). 1638 Loop wyed ahead, the 237 there.
28 Av.-56 St.	240	Via 28 line, Franklin-4 Av-5 St-1 Av N
1 Av N-Wash at	313	Via Wash to Bdwy, Bdwy line to 19-Upton
19th & Upton	332/352	Saw 1576 B⌿ leave 334; 1595 B⌿ left 354, followed us. Via Bdwy line, turned right at Monroe, let 1595 pass, then backed up, ran to Jackson, but not into wye.
Bdwy & Jackson	424	Backed across Monroe (EB rails), same light as 1595 B crossed Monroe WB.
Bdwy & Monroe	427	Via Monroe, Central, Henn, 1 St, 1 Av N, 3 St, 4 Av S, Wash; E.S. Plymouth car let us ahead at 5AS-Wash; under viaduct 445; Via Wash, Cedar.
Cedar & Lake	458	
Lake St. Sta. PI	500	(Scheduled at 430).

October 11, 1949

Mr. Henry Johnsen
East Side Station

Dear Sir:

On Sunday, October 16th, arrangements have been made to operate a chartered car for the Rail Fans who intend to make a~~n~~ excursion trip throughout Minneapolis, St. Paul, and Mahtomedi. The time to be consumed in this trip will be approximately 7 hours. The car is scheduled to leave East Side station at 9:30 a.m. and return to the station at 4:30 p.m.

The route for this car will be as follows:

> Leave East Side station and operate via Como line to Snelling and Como, via Snelling to Snelling and Selby, via Selby-Lake line to 7 Corners, Mahtomedi line to Mahtomedi, to 7 Corners, via Ft. Snelling line to Ft. Snelling, to 47th & Lake, via Selby-Lake line to Hennepin, via Como-Hopkins line to Hopkins, to 11th & Hennepin, 11th St. to 1st Av. n., 1st Av. N. to 5th Street, via Interurban line to Snelling station, via Snelling Avenue to Como, thence Como to 4th & E. Hennepin, to East Side Station.

The car designated by the Rail Fan group is #1289. Arrangements have been made for a cooler to go out to East Side station which will be placed on this car to carry beverages on the trip. This will be taken care of by the members of the Rail Fan Club. It has been agreed to allow the Rail Fans to carry a special sign which will be placed in the overhead sign window by our shops which will read, "Rail Fan Special."

The man selected to operate this chartered car is Blewett #334. He is to be instructed when arriving at Duluth Avenue Station he is to pick up a pilot who will follow the car through to Mahtomedi and return. In the event it becomes necessary to back up for any reason, Blewett is to arrange to have a qualified operator assist in protecting the rear of the car.

When operating via the Selby-Lake line through the tunnel, it should be understood that the car must be in first class condition and the lights are to be turned on at 7 Corners before going through the tunnel. If the car is defective in any way it should be understood the car will not be permitted to operate through the tunnel.

Attached is the route showing the time and running time to be made by this chartered car. Payment will be made to the Superintendent's office ($48.30, including Federal Tax). Charles Sulzbach is in charge.

Very truly yours,

(Original Signed) R. F. [illegible]

Superintendent

cc E. D. Templeton
Ray Anderson
Duluth Station

OCTOBER 16, 1949, RAILFAN EXCURSION ROUTE GPA #8248

					Running Time
Start	Lv. East Side Station	9:30am	to arr. 4th & E Henn	9:32am	2 m
	Lv. 4th & E. Henn.	9:32am	to arr. Snell & Como	9:54am	22 m
	Lv. Snell. & Como	9:54am	to arr. Snell. station	10:02am	8 m

Layover one half hour while group tours Snelling Yards (10:02 to 10:32 a.m.)

Lv. Snelling station	10:32am	to arr. Snell. & Selby	10:35am	3 m
Lv. Snelling & Selby	10:35am	to arr. Seven Corners	10:49am	14 m
Lv. Seven Corners	10:49am	to arr. 4th & B'way	10:56am	7 m
Lv. 4th & Broadway	10:56am	to arr. 7th & B'way	10:58am	2 m
Lv. Ivy	11:25am	to arr. Mahtomedi	11:51am	26 m

Layover 7 minutes at Mahtomedi (11:51 to 11:58 a.m.)

Lv. Mahtomedi	11:58am	to arr. Ivy	12:25pm	27 m
Lv. Ivy	12:25pm	to arr. Seven Corners	12:58pm	33 m
Lv. Seven Corners	12:58pm	to arr. Ft. Snelling	1:18pm	20 m

Layover 10 minutes at Ft. Snelling (1:18 to 1:28 p.m.)

Lv. Ft. Snelling	1:28pm	to arr. 27th & Lake	1:48pm	20 m
Lv. 27th & Lake	1:48pm	to arr. Hennepin-Lake	2:04pm	16 m
Lv. Hennepin & Lake	2:04pm	to arr. Hopkins	2:28pm	24 m

Layover 20 minutes at Hopkins (2:28 to 2:48 p.m.)

Lv. Hopkins	2:48pm	to arr. 11th & Hennepin	3:23pm	35 m
Lv. 11th & Hennepin	3:23pm	to arr. 5th & 1st Av. N.	3:29pm	6 m
Lv. 5th & 1st Av. N.	3:29pm	to arr. 5th & 5th Av. S.	3:34pm	5 m
Lv. 5th & 5th Av. S.	3:34pm	to arr. 15th & Cedar	3:39pm	5 m
Lv. 15th & Cedar	3:39pm	to arr. Snell. station	3:57pm	18 m
Lv. Snelling station	3:57pm	to arr. Snell. & Como	4:05pm	8 m
Lv. Snelling & Como	4:05pm	to arr. 4th & E. Henn.	4:27pm	22 m
Lv. 4th & E. Hennepin	4:27pm	to arr. East Side Sta.	4:30pm	3 m

Total 7 hrs.

CARS 409 AND 1622, SUNDAY MAY ~~30~~ 21, 1950. M/M Bob Schumacher #616.

Nicollet Sta. PO	933	(Car 409). Steady rain began.
Nicollet & Lake	934	Via Lake St, Hennepin, Harriet line.
Hopkins	1003/1013	First PCC ever beyond 44-France (299 had krun that far.) 1-M 1326 on Hopkins shuttle, not on our time. Via Harriet line to Hennepin & Lake.
Girard & Lake	1042	Followed 1223 SL/ (E.S. evens on runs). Via Lake to Lyndale.
Lyndale & Lake	1045	Via Lyndale and Hennepin.
11th & Hennepin	1057	Via 1 Av N to 5th St.
1 Av N & 5th	1102	Via Interurban line.
15th & Cedar	1111	
City Limits	1119	One-minute wait, both EB & WB Ints collecting fares.
Snelling Sta.	1131/1157	Via Interurban line, followed 302 TSP/.
7th & Wabasha	1216	Via Wabasha, 5th, Robert, and SSP line. Followed 1836 SSP6/ till he wyed at 6th. Noted buildings marooned by overflowing river. Met inbound car from Inver Grove near 6th St. Pulled trolley at single track contactor, left signals off so next car could enter single track.
Inver Grove	1243/1256	1766 SSPIG/ arrived about 1253. We left first; left red light on behind us.
7th & Robert	123	Inspector met us, said PCC could not go to Mahtomedi A/C high guard rails; this after trip had been OK'd by Mr. Bakken, who had Hope St. Substation operating just so a PCC could go out to Mahtoemedi.
Duluth Av Sta	135/140	Transferred from car 409 to 1622.
Henry St.	202/215	Waited for inbound 1233 RHP. Rain ended.
Mahtomedi	227/229	
Henry St.	242	Met outbound 1218 HPM/, waiting for us.
Duluth Av. Sta	304/323	Backed 1622 in, took 409 out. Sunshine. Via 7th St. to Fort Snelling.
Fort Snelling	357	Photographed dummy 1230 & 1627 Maria FS. Via Minnehaha line, followed by 1425 L.
27th & Lake	418	Via Lake St.
Nicollet & Lake	428	
Nicollet Sta. PI	430	On time.

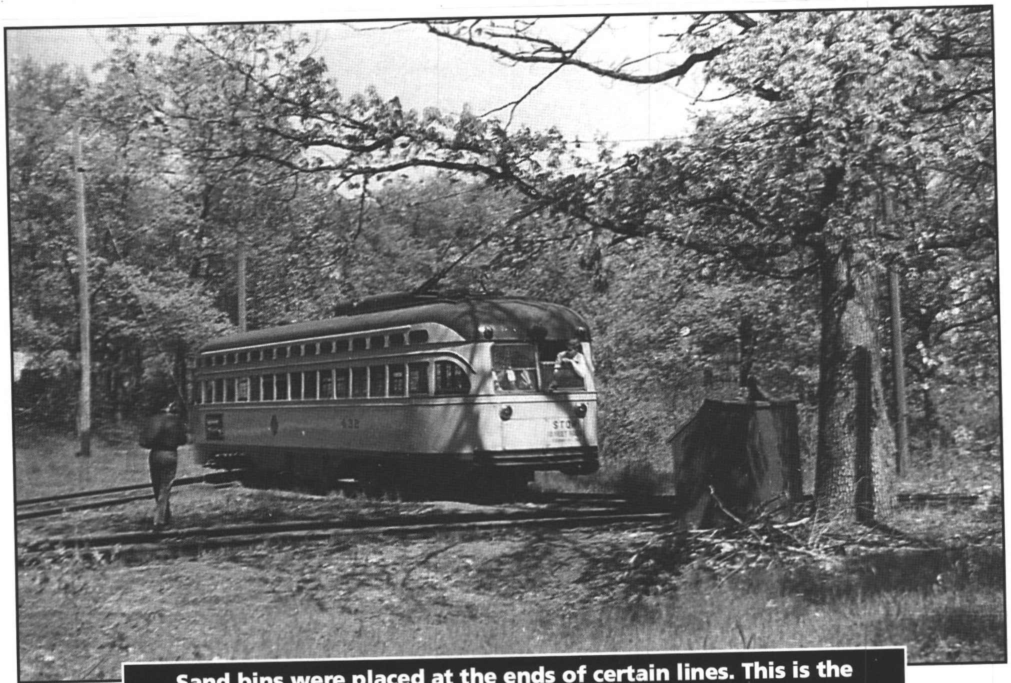
NOTES. C/R Charlie Sulzbach. Cost of trip $48.30.
Fares, $43 (21 at $2, one at $1.)
In pop cooler, orange, grape, sarsaparilla.

SAT. MAY 19, 1951, VISITED Filtration Plant Railway, St. Paul Warehouse Line, and took guided tour of Snelling Shops, shown about by Mr. Herbert P. Jacobsen.

SUN. MAY 20, 1951, TRIP IN CAR 432, M/M Kirt Blewett #3269.

PO Duluth Sta.	915	Left at 913 to beat and lead regular car, 1618 HPM/
Ivy Ave.	925	Met westbound 1630 RHP.
Arr. Mahtomedi	951	Actual 945.
Lv. Mahtomedi	953	Picture stop to 959 at lake by highway; regular 1618 left Mahtomedi at 959.
Ivy Ave.	1019	1020; regular due 1025, both west and east.
Duluth Sta.	1029	
7th & Bdwy.	1039	
4th & Bdwy.	1041	Via Selby line.
Selby-Snell.	1108	Via Snelling.
Como-Snell.	1119	
Como-Eustis	1128	Via Inter Campus line.
Farm School	1145	Layover 1134/1148. Then drove about a block on to the interchange track west of Eustis.
Como-Eustis	1151	Actual 1203. Via Como-Hopkins line. Got behind Oak-Harriet, thought we would beat it in loop by going up 1 Av N, 1st to 11th, but it beat us handsomely.
44-France	1237	
Arr. Hopkins	1250	Actual 121. (Regular left 1236).
Lv. Hopkins	110	123.
Lake-Henn.	134	Actual 205. On 31st St. at Holmes, our leader 1819 CH50/ ripped up bricks in the pavement, tore casing off its gears. Railfans removed the loose bricks. 1819 finally went Lake to Bryant to E.S. Sta. Also held, 1807 OH/ and 1169 CH54/.
Lake & Girard	135	206.
27th & Lake	153	
Fort Snelling	213	240. Mpls. car 1479 wyed ahead of St. Paul car 1751 so we could get through.
Seven Corners	233	Via 7th St.
Duluth Sta. PI	251	Actual arrival 305.

Cost of trip,
Fare $2.00, 2



Sand bins were placed at the ends of certain lines. This is the Mahtomedi wye during a Minnesota Railfans Association fan trip. PCCs normally didn't run to Mahtomedi.

432 5-20-1951

CAR #1271, MAHTOMEDI FAREWELL TRIP, Sunday Oct. 14, 1951,
M/M Kirt Blewett #3269.

East Side Sta. PO	1015	Via Henn-1 St-1 Av N-3 St.
3rd & Hennepin	1030	Via 3 St-4 Av S-Wash. Via Fort Snelling line.
Arr.Fort Snell.	1107	Group rode 1113 trip on Fort Snelling Shuttle car #1230; M/M #1761; rode to Officers' Quarters, back to Bridge End. 4 cars in wye at once, with 1597 waiting out in street. (1776 L,1722 Maria)
Lv. Fort.Snell.	1137	Via Maria-Fort Snelling line, following 1137 Maria car. Also followed Mahtomedi train due 7th & Randolph 1149, car 1238.
7th & Wabasha	1200	
Duluth Station	1215	Via Hazel Park-Mahtomedi line.
Ivy Avenue	1225	Waited behind 1238, for ~~out~~ inbound 1821 RHP. Thereafter, did not follow 1238 in train, but made picture stops along line.
Ar. Henry St.	107	
Lv. Henry St.	112	Meet train 1238 RHP due 112. We left 120.
Ar. Willernie	140	Took siding for Mahtomedi train 1617 due east at 145.
Lv. Willernie	145	Followed 1617 HPM/.
Ar. Mahtomedi	151	
Lv. Mahtomedi	159	Were to follow regular at 159, but did not leave until 213.
Ar. Henry St.	233	
Lv. Henry St.	238	Met Mahtomedi train due 238, 1821 HPM/.
Lv. Ivy Ave.	251	Actual 255.
Lv. Dul. Sta.	300	303. Via 7th to Bdwy to 5th to Robert.
6th & Robert	315	Via Como line.
East Side Sta. PI	400	On time.

Our scheduling followed standard operating rule that extra must clear regular trains by 5 minutes at any meets.

Extra time in our schedule, not counting 5 minute rule:
Ivy to Henry, running time 15 min., extra time 22 min.
To Willernie, " " 7 " " " 21 min.
Reg. layover Mahtomedi, 8 minutes.
Maht. to Willernie, 6, to Henry 7 min., total 13 min.,
our extra time 21 minutes.
Henry to Ivy, regular time used, 13 min.

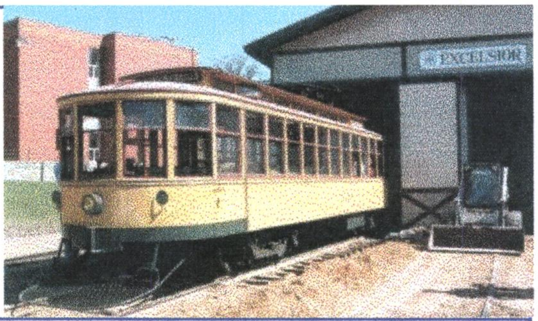
CAR 1271, SUNDAY MAY 18, 1952. M/M E. H. Nelson #177. DAY AFTER CONVERSION of Randolph-Hazel Park, Rice-So. St. Paul, Maria-Fort Snelling, and part of Fremont line from 36-Fremont to 44-Oliver.

East Side Station PO	200	Via Henn, 1 St, 1 Av N, 3 St, 4 Av S, Wash. Via Minnehaha line.
Fort Snelling	250	Via Maria line. At 7th & Cedar, met 1565, Duluth car being transferred to shops.
Burns & English	325	Via Burns, Maria, 7 St. to Duluth Station. Took inside loop and laid over on 13 track. Had to back up on track so 1809 and 1550 would clear when pulling out for shops.
Duluth Station	353	Via Randolph line.
Ford Plant	432	(Inside loop). Via East 25th St. line, Wash. Av., 2 Av S, 8 St. Via Fremont line.
44th & Oliver	530	Via Fremont line to Bdwy. to Washington. Car 1396 in wye at 36-Fremont. Through North Side Station car house on 3 track.
North Side Station	556	Via Wash to Marq to 1 St to Henn.
East Side Station PI	610	

Passenger load about 20.

MINNESOTA TRANSPORTATION MUSEUM

Streetcar CURRENTS



June 2004 Traction Division – MTM

Twin City Transit Thumbnail History

- *1872 First horsecar lines built in Minneapolis and St. Paul*
- *1889 First Minneapolis electric line built*
- *1890 First St, Paul electric line built*
- *1890 TCRT is formed*
- *1920s TCRT maximum track miles: 523 miles*
- *After WW II wholesale line closures begin*
- *June 18, 1954 Last full day of TCRT streetcar service*
- *August 1971 TCRT streetcar No. 1300 operates at MTM's Lake Harriet site*

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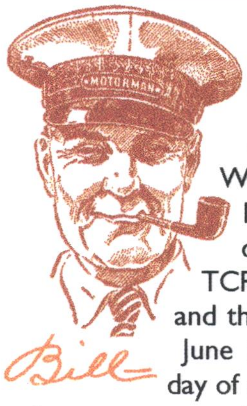
Masthead photo: TCRT "gate car" No. 1239 easily slips through the Excelsior Carbarn door on March 31st, after the track alignment was done. Photo by Bill Graham

Bill the Motorman: June 18, 1954 WAS BLACK FRIDAY!

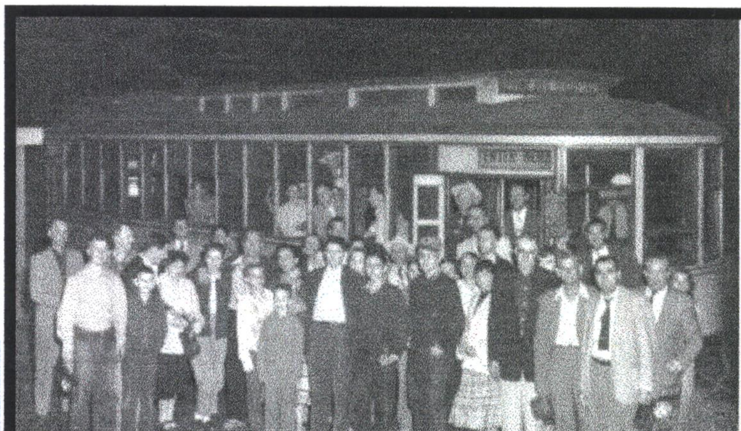


In March I summed up to you folks the Twin City Lines' streetcar line abandonments in 1954. What a terrible year! While March was definitely a bad month (Glenwood-4th Ave., S line; Nicollet-2nd St., NE line; and, Nicollet-Monroe lines were abandoned) it really wasn't as bad as June 18th, the last day of regular TCRT operations. The Eastside Station Motormen and Conductors and the Snelling Shops fellow called that last day **Black Friday**, because June 18th fell on a Friday. Interestingly, the 50th anniversary of that last day of streetcar service also occurs on a Friday. Some coincidence, eh?

In any event, us old TCRT employees now "resting" over in Lakewood Cemetery got together over at the corner of the cemetery nearest your Como-Harriet Streetcar Line the other day. Yep, we were all over there right across the fence by the William Berry parkway bridge watching old No. 1300 and "new" PCC No. 322 go by every 15 minutes or so and we did a little reminiscin' about those last days of the great TCRT system. We were trying to recollect the goins' on that occurred on June 18th and 19th. For some of us, it was hard as our memories ain't what they used to be, you know. But we did come up with some interesting stories and we'd like to share them with you all.

One our regulars at our monthly "Lakewood Kaffee Klatsch" get-togethers over there by the William Berry bridge is Art Orrben. Art remembers very well that last run in the late hours of June 18th and right after midnight on the 19th: "For that time of night old No. 1166 had quite a crowd. Right around midnight at the Great Northern depot on Hennepin I picked up several familiar gents. They were members of the Minnesota Railfans Association and I remember these fellows riding on all those MRA specials, "fantrips" I think they called 'em, that I operated in the early 1950'S. There was Bill Olsen, Jim Bertrand, Dave Mewhinney and Fred Rhodes to name a few. When those fel-

(Continued on page 2)



THE END OF AN ERA!
Taken shortly after midnight on June 19, 1954 this photo shows car No. 1166 at the Brookside loop in Edina. This is the last car! The Motorman was Arthur E. Orrben, a 43-year veteran with the TCRT. Mr. Orrben had the longest active service and 1166 was the oldest TCRT streetcar in regular service on June 18-19. Several future MTM members are in that bunch of long-faced people in front of No. 1166.

(**BLACK FRIDAY** *Continued from page 1)*

lows climbed aboard my car I just about had a full carload and I hadn't even started down Hennepin! I chatted with those folks as we went down Hennepin picking up more riders every few blocks. Even at that late hour people were out to ride that last Twin City streetcar. Pretty soon we took the curve onto 31st street and then onto the private right-of-way and on up to Lakewood Cemetery, Lake Harriet and out towards 44th and France. I really "hooked her up" when we went through the glen and across 42d Street. I figured the Company can't do anything to me now—this was the last streetcar! The people in the car quietly talked amongst themselves but they were subdued. I guess a lot of reminiscin' was goin' on. No rowdiness this night. I think everyone realized that an era was coming to an end. We hit the Brookside loop and the car squealed around the tight curve there.

When we got around the loop the newspapers had some photographers there and they took some pictures of No. 1166 and it's passengers. So we paused for a few moments for the photo and then we headed back to downtown. Another speedy ride down the right-of-way and then we hit Hennepin. By then it was a little after 1:00 AM and with no traffic at all on the street we made good time. Finally, we hit Eastside Station at 1:34 AM and that was it. The last revenue car. It was all over. We saw it comin' but it was still hard to believe. For the next few days we still drove the cars but it was a one-way ride—east to Snelling shops and the funeral pyre. I hated to do that but the Company was paying me to do it so I did. But that didn't mean I had to like it, either."

Thanks Art. It's me—Bill—again. Now I'll tell ya what I remember. I was the Motorman on No. 1300 the next day, June 19th. A couple of us "Eastside Boys" had volunteered to run that very last MRA "fan trip" on No. 1300 and No. 1775. I remembered all those MRA trips in the 40s and 50s and figured, what the hell. I like them folks and I like our big yellow streetcars. This should be fun. And it was, in a way. The MRA bunch started boarding the two cars at Eastside around 9:30 AM. The trip was led by the President of MRA, Clark Johnson who arranged for the *Trolley Au Revoir* trip directly with the TCRT President, Fred Ossanna. I think the MRA charged $2.00 for one adult passenger on the trip. Promptly at 10:00 AM we headed out for our all-day tour of virtually all the track that still had overhead wire with juice in it. We covered the UofM Intercampus line, the Oak-Harriet line, and of course, the Como-Harriet line. We even ran on the lines down University and Washington Avenues which were still "hot" so the cars could get to Snelling Shops from Eastside Station. We stopped at various places as we traveled around taking photos. We actually covered each line twice as we spent the day enjoying a streetcar ride in Minneapolis for the last time, perhaps for ever.

R SALE OR RENT
E-CITY BLOCK WITH TRACKAGE
REMODEL FOR LEASE Or SALE
LONGFELLOW HOLDING Co.
372 2025-NICOLLET AVE
1300

The June 19th MRA trip started at Eastside Station at 10:00 AM. Note the for sale sign.

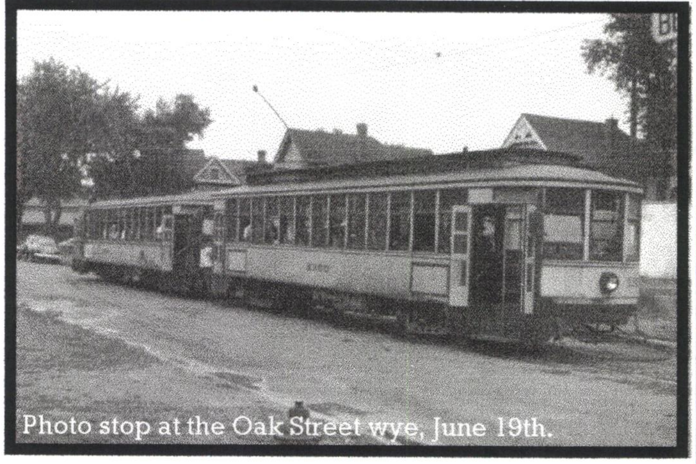


Photo stop at the Oak Street wye, June 19th.

The weather was actually kinda gloomy. It wasn't all that cold but it seemed to the MRA folks that it was kinda chilly. Maybe it was the fact that this was the last ride that people could take on a yellow TCRT streetcar? Who knows?

We visited Snelling Shops and tried to run on every track we could, including some that were buried in dirt they hadn't been used so long. Well, hell! We derailed No. 1775's rear truck and it wasn't easy to get the car back on the rails, either. But we did.

Our last trip was again out to Brookside. We then headed back down Hennepin Avenue after making a final high-speed run on the Lake Harriet ROW. We hit Eastside Station just about 5:00 PM and the MRA folks took some last photos before leaving. I put No. 1300 away, and that was it! A sad day was over and a great era had come to an end.

(*Ed note: The factual information in the above article was excerpted from the May-June 1984 issue of the Minnegazette. Last trip rider* ***Fred Rhodes*** *was the editor of the Minnegazette at that time.*)